

City and County of San Francisco
Planning Department

631 Folsom Street Office Building

DRAFT ENVIRONMENTAL IMPACT REPORT

97.850E

August 22, 1998

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TO: Distribution List for the 631 Folsom Street Office Building
Project Draft EIR

FROM: Hillary E. Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the
631 Folsom Street Office Building (Case Number 97.850E)

This is the Draft of the Environmental Impact Report (EIR) for the 631 Folsom Street Office Building. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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631 Folsom Street Project

Draft Environmental Impact Report

TABLE OF CONTENTS

	<u>Page</u>
I. Summary	1
A. Introduction	1
B. Project Description	1
C. Main Environmental Effects	2
D. Mitigation Measures	5
E. Alternatives to the Proposed Project	8
F. Areas of Controversy and Issues to be Resolved	9
II. Project Description	10
A. Project Sponsor's Objectives	10
B. Site Location and Project Characteristics	10
C. Project Approval Requirements	18
III. Environmental Setting	23
A. Land Use and Zoning	23
B. Urban Design	26
C. Transportation/Circulation	30
D. Air Quality	35
IV. Environmental Impacts	38
A. Land Use and Zoning	38
B. Urban Design	39
C. Transportation/Circulation	43
D. Air Quality	59
E. Growth Inducement	63
V. Mitigation Measures Proposed to Minimize Significant Impacts of the Project	64
A. Cultural Resources	65
B. Construction Air Quality	66
C. Transportation	66
D. Hazards	67
E. Water	67
VI. Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	68
VII. Alternatives to the Proposed Project	69
A. No Project Alternative	69
B. Smaller Office Building	70

	<u>Page</u>
VIII. EIR Authors	72
IX. Appendices	75
A. Initial Study and EIR Requirement	A.1
B. Draft EIR Distribution List	B.1
C. Intersection Level of Service Designations	C.1
D. San Francisco Air Pollutant Summary 1993-1996	D.1

List of Figures

Figure 1 Project Location	11
Figure 2 Ground Floor Plan	12
Figure 3 Lower Level Parking Plan	13
Figure 4 Typical Upper Level Floor Plan	14
Figure 5 Elevations	15
Figure 6 West Elevation	16
Figure 7 Section	17
Figure 8 Existing Land Uses	24
Figure 9 Project Site Looking East on Folsom Street	27
Figure 10 Project Site Looking West on Folsom Street	28
Figure 11 Project Site Looking West from AT&T Plaza	29
Figure 12 Existing Transit Service and Stop Locations	31
Figure 13 Photomontage Looking East on Folsom Street	40
Figure 14 Photomontage Looking West on Folsom Street	41
Figure 15 Photomontage Looking West from AT&T Plaza	42

List of Tables

Table 1 Existing Intersection Levels of Service	45
Table 2 Existing Plus Project Intersection Levels of Service	46
Table 3 Existing Plus Project PM Peak Hour Conditions	50
Table 4 Future Cumulative Intersection Levels of Service	53
Table 5 Existing and Projected Curbside Carbon Monoxide Concentrations at Selected Intersections	62
Table 6 Project Regional Emissions in Pounds Per Day	63

I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed construction of an eight-story office building with ground-floor retail space and subterranean parking. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, Section 21000).

An application for environmental review evaluation for the 631 Folsom Street project was filed on December 3, 1997. On the basis of the Initial Study published on May 30, 1998, the San Francisco Planning Department, Major Environmental Analysis section, determined that an EIR is required. This document, together with its appendices, constitutes a DEIR on the proposed 631 Folsom Street project. The Lead Agency responsible for preparing the EIR on this project is the Planning Department for the City and County of San Francisco. This EIR is intended to provide sufficient and accurate environmental documentation to allow the San Francisco Planning Commission to make an informed decision concerning the proposed 631 Folsom Street new office building project.

B. PROJECT DESCRIPTION

The proposed project entails the construction of an eight-story, approximately 241,600-square-foot office, parking, and retail building at 631 Folsom Street. The proposed building would include approximately 3,000 square feet of ground-floor retail space, about 160,700 square feet of office space, about 11,800 square feet of mechanical space plus an 8,000-square-foot mechanical penthouse, about 5,900 square feet of ground level open space, and approximately 58,000 square feet of basement parking on two levels, providing up to 155 valet-service parking spaces.

The 34,375-square-foot project site is located in the South of Market area on the south edge of downtown San Francisco. The rectangular site, currently occupied by a surface parking lot, is located on the south side of Folsom Street, about mid-block between Hawthorne and Second Streets. Dow Place, a mid-block dead-end alley, extends along the south side of the site.

Following completion and certification of the Final EIR, the project would require the following approvals:

- Planning Commission approval pursuant to Section 309 of the *Planning Code*, Permit Review in C-3 Districts; authorization of new office space under procedures set forth in *Planning Code* Section 321, Office Development Annual Limit, and a finding that the project is consistent with the Priority Policies of Section 101.1 of the *Planning Code* and applicable Objectives and Policies of the *General Plan*.
- Planning Department approval of the building permit application.
- Department of Building Inspection approvals of building permits.
- Department of Parking and Traffic approval of a proposed loading zone in front of the project site on Folsom Street.

Construction of the building would take approximately 16 months, including interior finishing, after which initial occupancy would occur. Estimated cost of the project would be about \$15 million (1998 dollars). Gensler Architects of San Francisco is the lead project architect.

C. MAIN ENVIRONMENTAL EFFECTS

The proposed 631 Folsom Street project would result in a change of use from parking to office use at the site. Potential significant environmental effects of the project include effects related to transportation and circulation and air quality which are discussed in this EIR. For informational purposes land use and urban design effects of the project are also discussed. The Initial Study determined that issues related to land use, urban design, glare, population and housing, noise, shadow, wind, utilities and public services, biology, hydrology, water quality, geology and topography, energy and natural resources, hazards, and cultural resources would be either insignificant or would be mitigated to less-than-significant effects through measures included in the project. (See Initial Study, Appendix A.)

LAND USE

The introduction of office use on the project site would not be a significant effect because it would occur in an area that is primarily devoted to office use and already intensively developed. The proposed office building would be similar in character to other office buildings scattered throughout the larger C-3-S District, and would be compatible with the prevailing urbanized commercial/office character of the area.

URBAN DESIGN

The proposed eight-story, approximately 241,600 square-foot office building would be similar to the scale of other buildings in the project area. The height and bulk of the building would be noticeable from adjacent and nearby properties and public areas. Private views would be blocked from floors in the part of the 633 Folsom Street building facing the project on the east side, and longer range private views could also be affected to some degree. These changes would not be inconsistent with the dense, urban character of the surrounding area. The proposed project would not intrude on any public right-of-way.

TRANSPORTATION

The project would generate about 3,473 new person trips on a weekday. During the P.M. peak hour (4:30 to 5:30 p.m.), the project would generate about 275 new person trips. Of the 275 new person trips, about 145 trips would be made by transit, 83 would be made by automobile, and 47 would be made by walking, bicycles or motorcycles.

Seven signalized intersections were analyzed in the project vicinity, which included Folsom Street/Second Street, Folsom Street/Third Street, Folsom Street/Hawthorne Street, Harrison Street/Second Street, Harrison Street/Third Street, Harrison Street/Fourth Street, and Harrison Street/Essex Street. Harrison Street/Hawthorne Street, a non-signalized intersection, was also analyzed. Existing traffic conditions during the weekday P.M. peak period (4:00 to 6:00 p.m.) were evaluated. Three study intersections (Folsom Street/Hawthorne Street, Harrison Street/Third Street and Harrison Street/Hawthorne Street) are currently operating at Level of Service (LOS) B (very good), two intersections (Folsom Street/Second Street and Folsom Street/Third Street) are operating at LOS D (poor) and three intersections (Harrison Street/Second Street, Harrison Street/Fourth Street and Harrison Street/Essex Street) are operating at LOS F (unacceptable).

The addition of project-generated traffic would not result in any change in the LOS at the study intersections. In San Francisco, intersections operating at LOS D are considered to be acceptable, and LOS E and F are unacceptable. Intersections that degrade to LOS E or worse from LOS D or better would be considered to experience significant impacts on traffic circulation and operations.

Over time, traffic volumes in downtown San Francisco are expected to increase. These "cumulative" increases will result in increased congestion on freeways, major arterials, and the local streets which access these facilities. Vehicle trips associated with the proposed project would contribute a tiny increment to this congestion (i.e., about 62 new vehicle trips in the P.M. peak hour).

The site is well served by both local and regional transit operators. Twelve MUNI lines, Golden Gate Transit and SamTrans lines operate within the immediate vicinity of the project. AC Transit service is provided nearby at the Transbay Terminal (about three blocks from the project site). The project would generate 145 new transit trips (or about 7 inbound and 138 outbound) during the weekday P.M. peak hour. There would be sufficient capacity on all transit lines to accommodate these additional project-generated transit trips. Project transit trips would contribute to an overall increase in cumulative ridership.

With the addition of project-generated pedestrian traffic at the Folsom Street/Second Street and Folsom Street/Hawthorne Street intersections under weekday P.M. peak-hour conditions, operation of all crosswalks would remain at acceptable levels.

The proposed project would provide up to 155 valet parking spaces, including seven handicapped spaces, with access from Hawthorne Street. In addition, about eight bicycle parking spaces would be provided. Since the project is in a C-3 District, off-street parking is not required under *Planning Code* Section 161(c). The project demand was estimated to be about 172 parking spaces during the weekday peak parking demand period which would leave a shortfall of 17 spaces. The 17 parking space shortfall would result in drivers parking elsewhere in the project area or switching to another transportation mode, such as public transit.

The *Planning Code* requires that a project of this size provide three off-street loading spaces. The project would provide one full-size space and two service vehicle spaces with access via

Hawthorne Street. The project loading demand would be met on-site in a loading dock area at the south end of the building.

Construction activities associated with the project building are expected to occur over a 16-month period. During the construction period, there would be a flow of trucks in and out of the construction site. Traffic impacts would result from truck movements to and from the site during construction. Construction staging of materials and equipment would occur on-site and on the sidewalks adjacent to the project site. Therefore, sidewalk closures may be required near and adjacent to the project site on the south side of Folsom Street. Construction workers would create a temporary parking demand which could be accommodated in nearby off-street parking facilities, since there is available capacity within the study area.

AIR QUALITY

Project traffic and cumulative development would increase concentration of curbside carbon monoxide concentrations at selected local intersections by no more than 0.3 parts per million (PPM) for a one-hour averaging time and by no more than 0.2 PPM for an eight-hour averaging time. Concentrations would remain well below the applicable State/Federal standards and, thus, would not have a potentially significant effect on air quality. The project-generated traffic emissions would also not exceed the criteria levels for regional pollutants.

D. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects to less-than-significant are presented below.

CULTURAL RESOURCES

- The project sponsor would retain the services of an archaeologist. Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO),

with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she would consult with the ERO and they would jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavations, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual onsite as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbance activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program were/was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Major Environmental Analysis section of the Planning Department shall receive three copies of the final archaeological report.

CONSTRUCTION AIR QUALITY

- The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets

during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that nonpotable water be used for dust-control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the City Clean Water Program for this purpose.

- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

TRANSPORTATION

- During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic (including transit) conflicts. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for construction or which later become known. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any nearby concurrent construction projects that are planned for construction or which later become known.
- The project contractor(s) would determine the location of an off-site parking facility for construction workers during the construction period.
- Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects. In-street utilities should be installed at the same time as the street is used for construction of the project to minimize street disruption.

HAZARDS

- If excavation and removal of soils from the site would be required, the project sponsor shall contract with a qualified consulting firm (California-licensed registered geotechnical engineers and hydrogeologists) to prepare a soils investigation report. As part of the study, the soils shall be tested for the presence of any hazardous contamination that might be found at the project site. In the event that any hazardous wastes are identified which exceed the City, State, and federal standards (including acceptable levels of petroleum hydrocarbons to be brought to Class II or III landfills), the project sponsor shall implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP shall detail

the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for disposal at Class II or Class III landfills. The SMP shall also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site soils have been remediated or excavated soils have been taken to a landfill, the consultant who prepared the SMP would certify that the site is clean and usable for the proposed project.

WATER

- Any groundwater encountered during construction of the project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that the groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.
- If the Bureau of Environmental Regulation and Management of the Department of Public Works finds that dewatering would be necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle in order to reduce the amount of sediment entering the storm drain/sewer lines.

E. ALTERNATIVES TO THE PROPOSED PROJECT

THE NO-PROJECT ALTERNATIVE

Under the No-Project Alternative, the existing parking lot at 631 Folsom Street would remain in its current condition and would continue providing parking to the public and to the San Francisco County Sheriff's Department on an interim basis. None of the impacts associated with the proposed project would occur.

SMALLER OFFICE BUILDING ALTERNATIVE

Under this alternative, a smaller, six-story office building would be constructed at the 631 Folsom Street site. The building would have the same basic configuration as the proposed project, but would be two stories shorter. The building would provide a total of 134,000 square feet of office space. This alternative would also reduce the amount of parking to be provided in the building, eliminating one of the two below-grade parking levels included in the proposed project. The

parking would comply with the seven-percent parking limitation established in *Planning Code* Section 204.5, and therefore would not require an exception to the Code for parking.

The potential impacts of the Smaller Office Building Alternative would be comparable to those of the proposed project, although somewhat reduced. The alternative would still marginally increase congestion on area roadways, but would not significantly impact intersection levels of service. This alternative would result in increased demand for public transit and parking, although the demand would be somewhat lower than that associated with the proposed project. All of these impacts would be less-than-significant. The Smaller Office Building Alternative would have the same short-term, less-than-significant construction impacts as the proposed project.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The proposed project would be constructed in a dense, urban area where many residents and area employees would be aware of the construction activities and the resulting new office building. As with other similar projects, there may be controversy associated with non-significant impacts such as construction-related noise and traffic, and alteration of views from adjacent buildings. No unresolved environmental issues have been identified.

The San Francisco Planning Commission (or the Board of Supervisors on appeal) will decide whether to approve or disapprove the proposed project after review and certification of the EIR.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

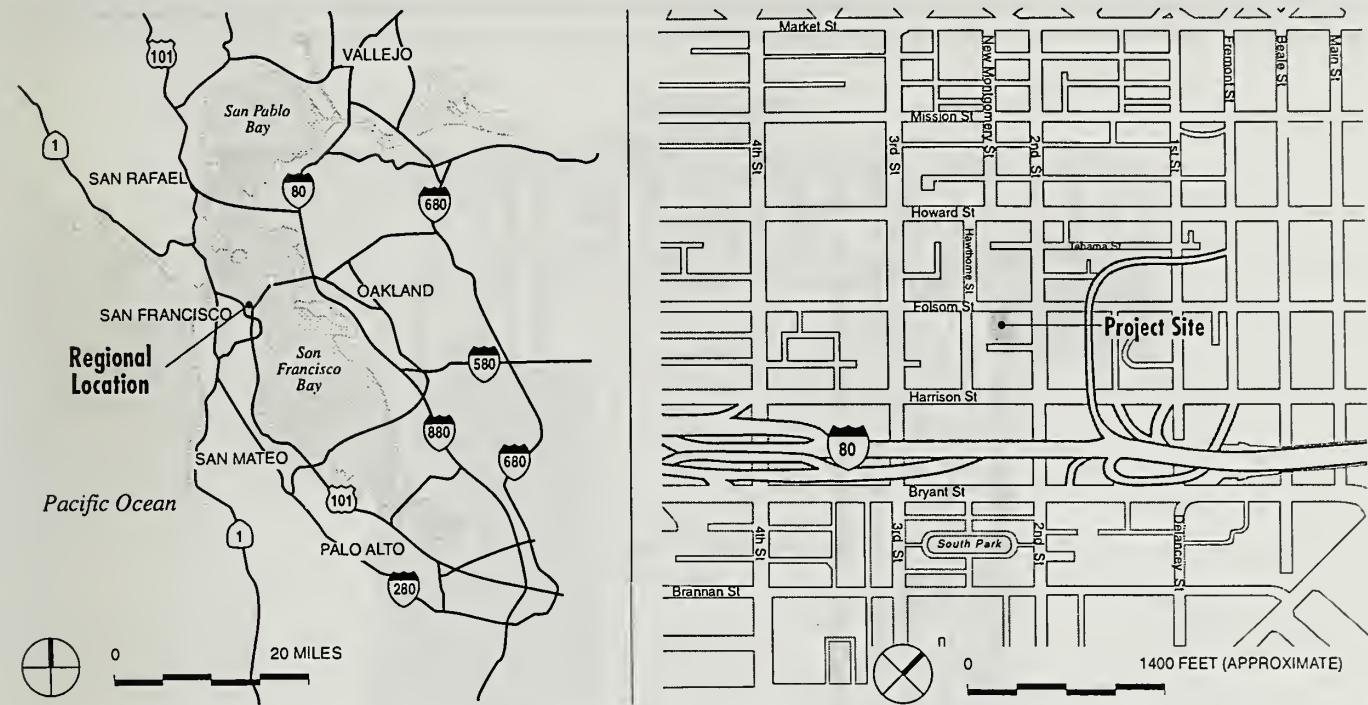
631 Folsom Street L.P., the project sponsor, proposes to construct an eight-story, approximately 241,600-square-foot office building at 631 Folsom Street. The project sponsor has the following objectives:

- Develop high quality office space in the southern area of the Downtown District
- Develop a project consistent with the existing urban design character of the area
- Provide large floor office space for the constrained San Francisco office market
- Complete the project on schedule and within budget
- Develop a project with minimal environmental disruption

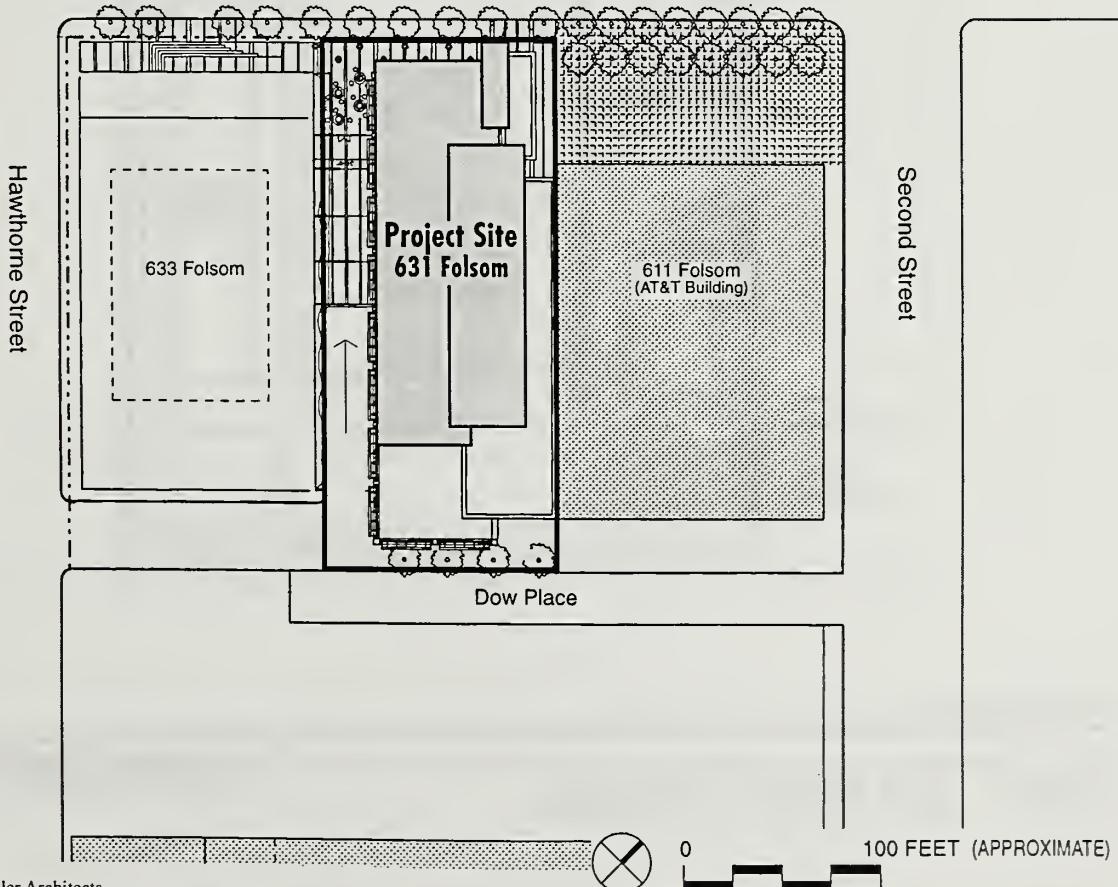
B. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site is located at 631 Folsom Street, on the south side, between Hawthorne and Second Streets (Figure 1, page 11), Lot 80 in Assessor's Block 3750.¹. The rectangular-shaped project site is 34,100 square feet in lot area. The project block is bounded by Folsom, Second, Harrison and Hawthorne Streets. The entire site is currently occupied by a surface parking lot of approximately 160 spaces. The Folsom Street frontage is about 125 feet wide and the depth of the lot is about 275 feet.

The proposed 241,600-square-foot, pre-cast concrete and glass building would be about 104 feet high and would have eight stories of offices, about 11,800 square feet of mechanical space, plus an 8,000-square-foot mechanical penthouse (Figures 2, 3, 4, 5, 6 and 7, pages 12 to 17). The ground floor would have approximately 3,100 square feet of retail space fronting on Folsom Street. There would be a total of approximately 160,700 square feet of office space. Two below-grade parking levels would provide up to 155 valet parking spaces (about 58,000 sq.ft.). Access into and out of the garage would be provided via a driveway from Hawthorne Street, which would be at a 90 degree angle to the street driveway and about 180 feet long to a ramp at the rear of the project site (see Figure 2). Except for an extended segment of the north facade above the

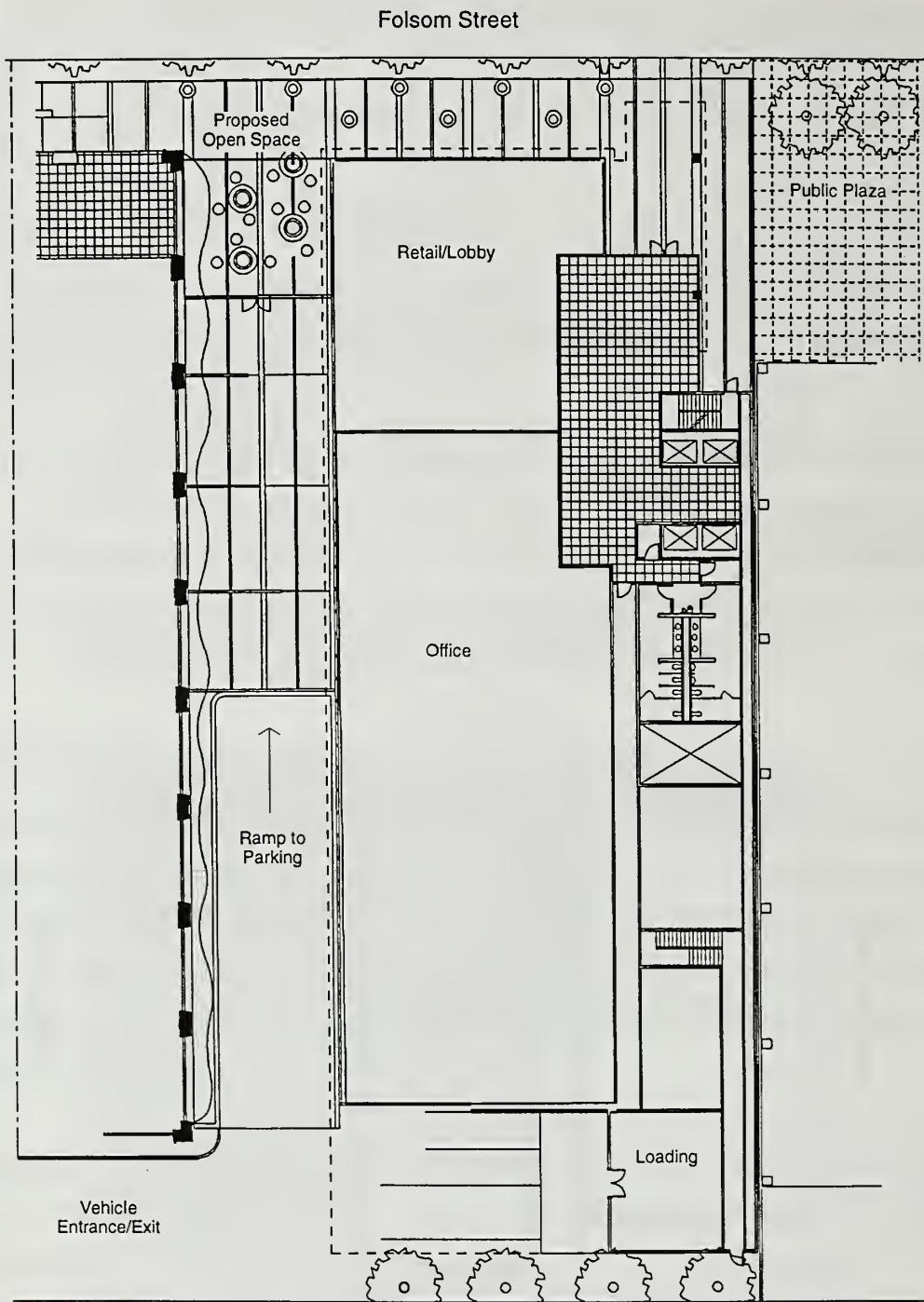


Folsom Street



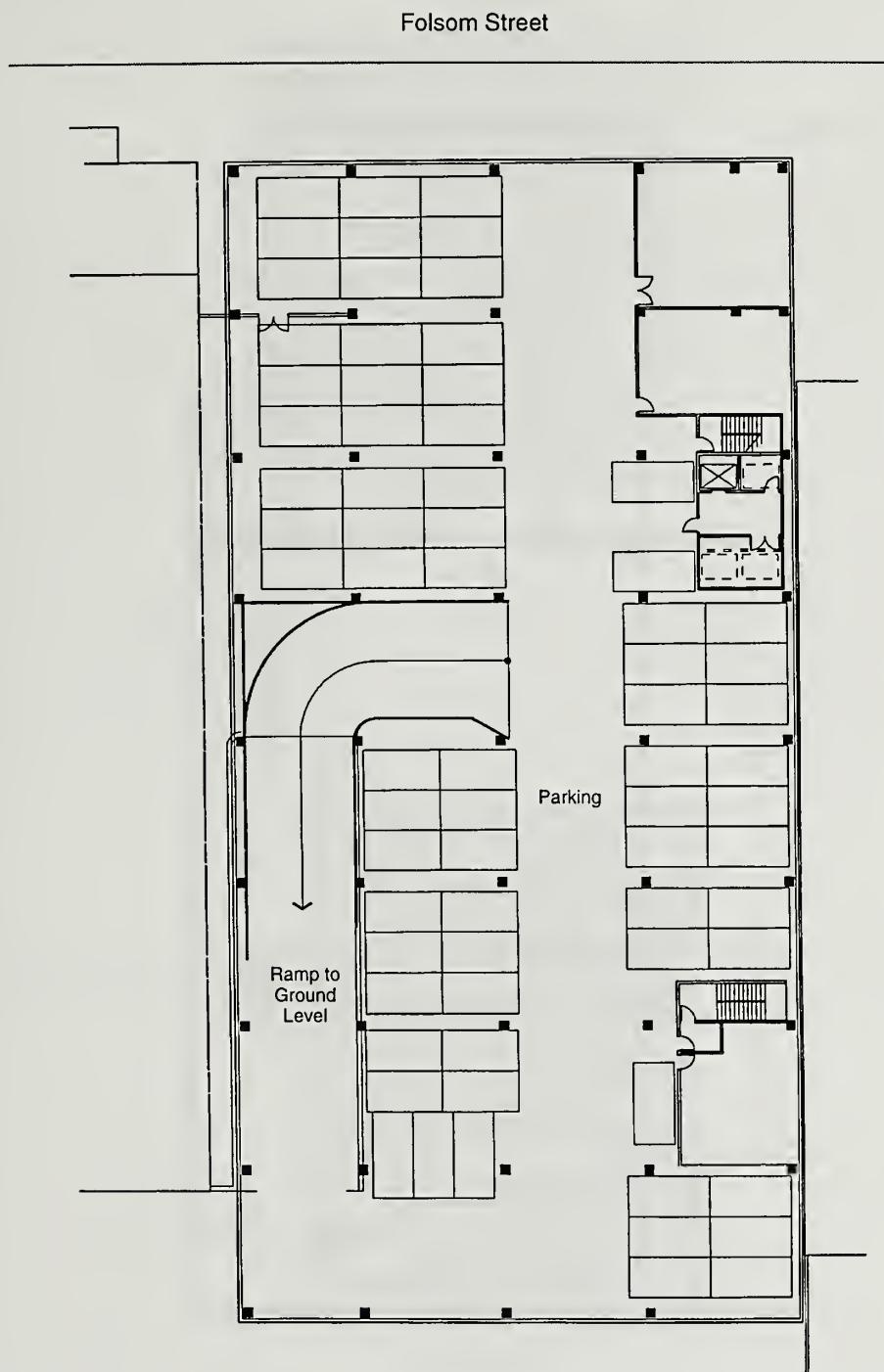
Source: During Associates, Gensler Architects.

PROJECT LOCATION FIGURE 1



Source: Gensler Architects.

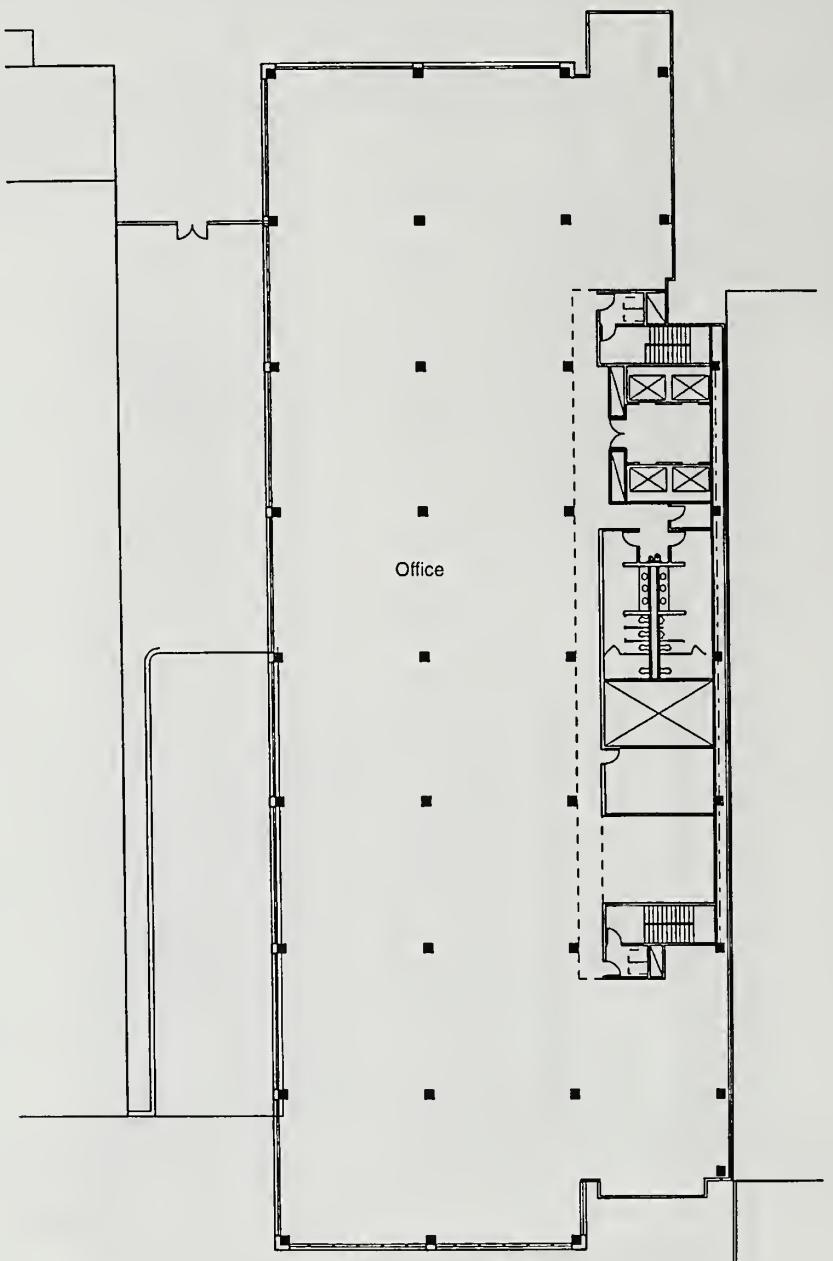
GROUND FLOOR PLAN FIGURE 2



Source: Gensler Architects.

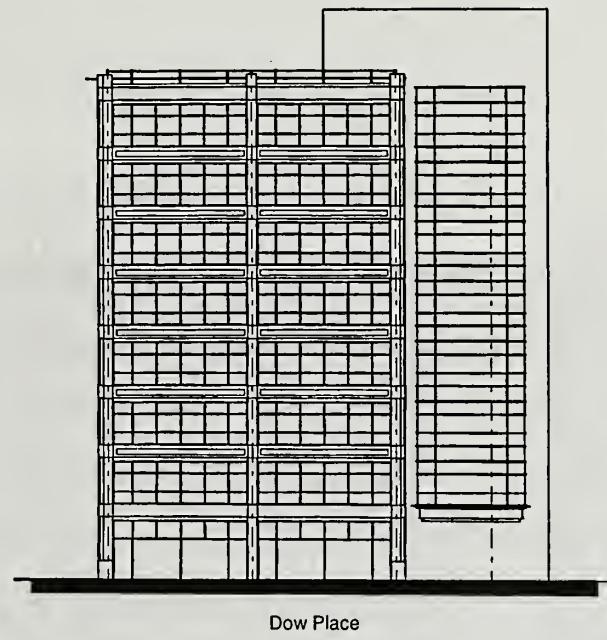
LOWER LEVEL PARKING PLAN FIGURE 3

Folsom Street

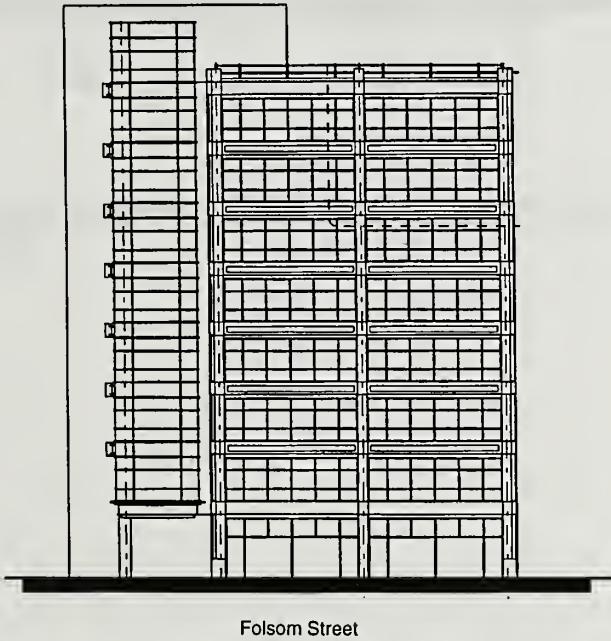


Source: Gensler Architects.

TYPICAL UPPER LEVEL FLOOR PLAN **FIGURE 4**



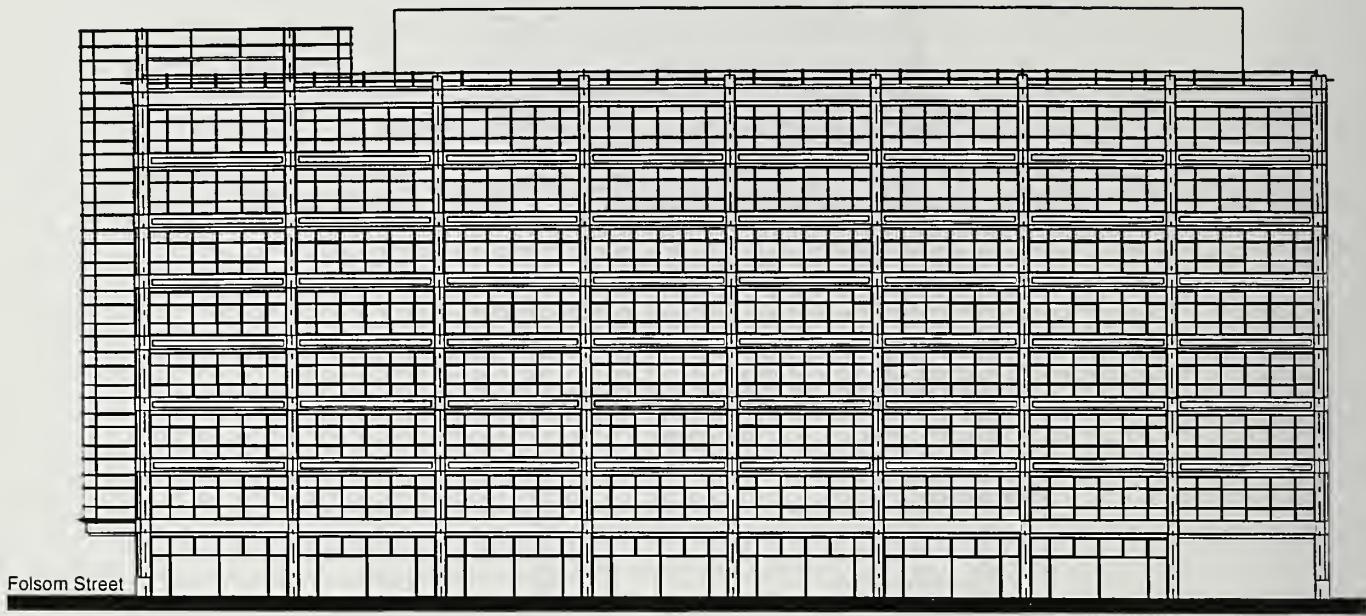
South Elevation



North Elevation

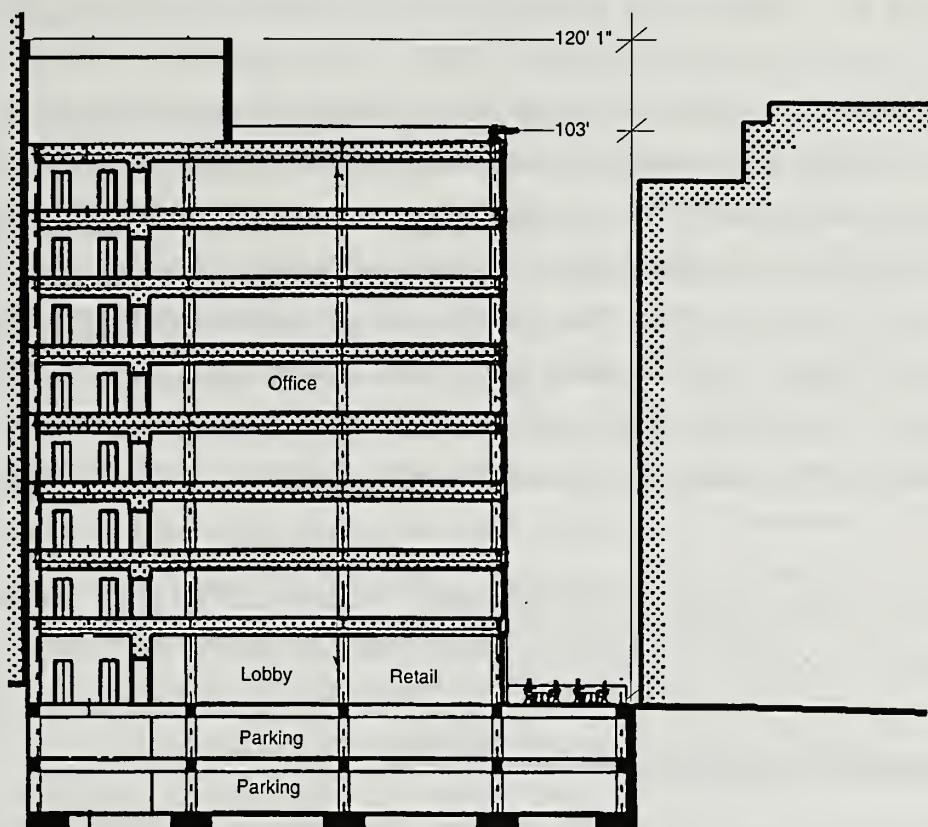
Source: Gensler Architects.

ELEVATIONS **FIGURE 5**



Source: Gensler Architects.

WEST ELEVATION FIGURE 6



Source: Gensler Architects.

SECTION FIGURE 7

lobby entrance on Folsom Street, the proposed building would be set back about 16 feet from the property line, matching the setback line of the adjacent building at 633 Folsom on the southeast corner of Hawthorne/Folsom Streets.² The pedestrian entrance would be at the northeast corner of the building, adjacent to the existing public open space in front of the Pacific Telephone building at 611 Folsom Street. The project would provide publicly accessible open space on the west portion of the site between the proposed project building and the 633 Folsom Street Building, which would extend over the below-grade vehicle entrance/exit ramp of the project (see Figure 2, page 12). This public area would be landscaped with trees and arranged with outdoor seating, and shielded from potential winds by portable wind screens and landscaping. There would be two van-sized and one full-sized loading docks at the south end (rear) of the building, which would be directly accessible from Hawthorne Street.

Project construction would take approximately 16 months. The project construction cost is estimated at \$15 million. The project architect is Gensler Architects.

C. PROJECT APPROVAL REQUIREMENTS

Following a public hearing before the Planning Commission on the DEIR, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the Planning Commission for certification as to its accuracy, objectivity, and completeness. Certification of the EIR may be appealed to the Board of Supervisors. No permits may be issued or approvals granted before the Final EIR is certified.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development; enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the *California Environmental Quality Act* (CEQA) or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the Planning Commission under *Planning*

Code Section 321 will contain the analysis determining whether the project is in conformance with the Priority Policies.

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The project would require approval under Section 309 of the *Planning Code*, Permit Review in C-3 Districts, which governs the review of project authorization and building and site permit applications in C-3 Districts. Under Section 309, the Planning Commission would consider the project's provision of *Planning Code* Section 138 (Open Space), Section 139 (Downtown Park Fund), Section 146 (Shadows on Streets), Section 147 (Reduction of Shadows on Publicly Accessible Open Space), Section 148 (Ground Level Wind), Section 149 (Public Art), Section 204.5 (parking greater than the accessory amount) and Section 102.9(b)(16) (Gross Floor Area Exception for Replacement Short-term Parking). The project sponsor would also have to file an application for project authorization under Section 321 of the *Planning Code* for office development in a C-3 District, which would include consideration of Sections 165, 313 and 314 of the *Planning Code*.

The Planning Commission would hold a public hearing to consider the project application, and would adopt a motion either approving the project with conditions or disapproving the project. If the project were to be approved by the Planning Commission, the project sponsor must obtain building and related permits from the Department of Building Inspection. No building permit applications have been filed to date.

GENERAL PLAN POLICIES

As noted above, the project would be reviewed by the Planning Department and Planning Commission in the context of applicable objectives and policies of the *San Francisco General Plan*. Some key objectives and policies are noted below.

Urban Design Element

- Objective 1, Policy 3, to "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."

- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings."
- Objective 3, Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."
- Objective 3, Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."
- Objective 3, Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Commerce and Industry Element

- Objective 1, Policy 1, to "encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."
- Objective 2, to "maintain and enhance a sound and diverse economic base and a fiscal structure for the city."
- Objective 3, Policy 1, to "seek to retain existing commercial and industrial activity and to attract such activity to the city."
- Objective 3, Policy 4, to "Assist newly emerging economic activities."

Downtown Plan Element

- Objective 1, Policy 1, to "Encourage development which produces substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences which cannot be mitigated."
- Objective 3, Policy 4, to "Limit the amount of downtown retail space outside the retail district to avoid detracting from its economic vitality."
- Objective 3, Policy 5, to "Meet the convenience needs of daytime downtown workers."
- Objective 5, to "Retain a diverse base of support commercial activity in and near downtown."
- Objective 5, Policy 1, to "Provide space for support commercial activities within the downtown and in adjacent areas."
- Objective 12, to "Conserve resources that provide continuity with San Francisco's past."
- Objective 12, Policy 3, to "Design new buildings to respect the character of older development nearby."
- Objective 13, Policy 1, to "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development."
- Objective 15, Policy 1, to "Ensure that new facades relate harmoniously with nearby facade patterns."

- Objective 15, Policy 3, to "Encourage more variation in building facades and greater harmony with older buildings through use of architectural embellishments and bay or recessed windows."
- Objective 16, Policy 4, "Use designs and materials and include activities at the ground floor to create pedestrian interest."

Community Safety Element

- Objective 1, to "Reduce hazards to life safety, minimize property damage and economic dislocations resulting from future earthquakes."
- Objective 2, to "preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco."

Environmental Protection Element

- Objective 1, Policy 4, to "assure that all new development meets strict environmental quality standards and recognizes human needs."
- Objective 14, to "promote effective energy management practices to maintain the economic vitality of commerce and industry."
- Objective 14, Policy 1, to "increase the energy efficiency of existing commercial and industrial buildings through cost-effective energy management measures."

Transportation Element

- Objective 1, Policy 2, "give priority to public transit as a means of meeting San Francisco's transportation needs, particularly those of commuters."
- Objective 2, to "use the transportation system as a means for guiding development and improving the environment."
- Objective 2, Policy 6, to "provide incentives for the use of transit, carpools and vanpools and reduce the need for new or expanded automobile parking facilities."
- Objective 10, to "ensure that the provision of new and enlarged parking facilities does not adversely affect the livability and desirability of the city and its various neighborhoods."
- Objective 10, Policy 1, to "assure that the provision of new or enlarged parking meet the need, locational and design criteria."
- Objective 16, to "Develop and implement programs that will efficiently manage the supply of parking at employment centers throughout the city so as to discourage single-occupancy ridership and encourage ridesharing, transit and other alternatives to the single-occupant automobile."
 - Policy 16.3, to "Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City."

- Policy 16.4, to "Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking."
- Objective 30, to "Ensure that the provision of new or enlarged parking facilities does not adversely affect the livability and desirability of the City and its various neighborhoods."
 - Policy 30.1, to "Assure that new or enlarged parking facilities meet need, locational and design criteria."
 - Policy 30.5, "In any large development, allocate a portion of the provided off-street parking spaces for compact automobiles, vanpools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of their proportion of the city's vehicle population."
 - Policy 30.6, to "Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory."

No substantial conflicts or inconsistencies with *General Plan* objectives and policies have been identified. *General Plan* issues will be considered further during consideration of the project sponsor's applications for *Planning Code* Sections 321 and 309 approval. At that time, further details regarding the project design will be available, and any identified potential inconsistencies would not be of a type or scale that would be considered a significant adverse environmental effect.

NOTES

¹ The site is subject to a future lot line adjustment as it currently includes a portion of the 633 Folsom Street property.

² Although Folsom Street runs in a northwest-southeast direction, for purposes of this document, it is assumed to run east-west, and all references to directions are reported accordingly.

III. ENVIRONMENTAL SETTING

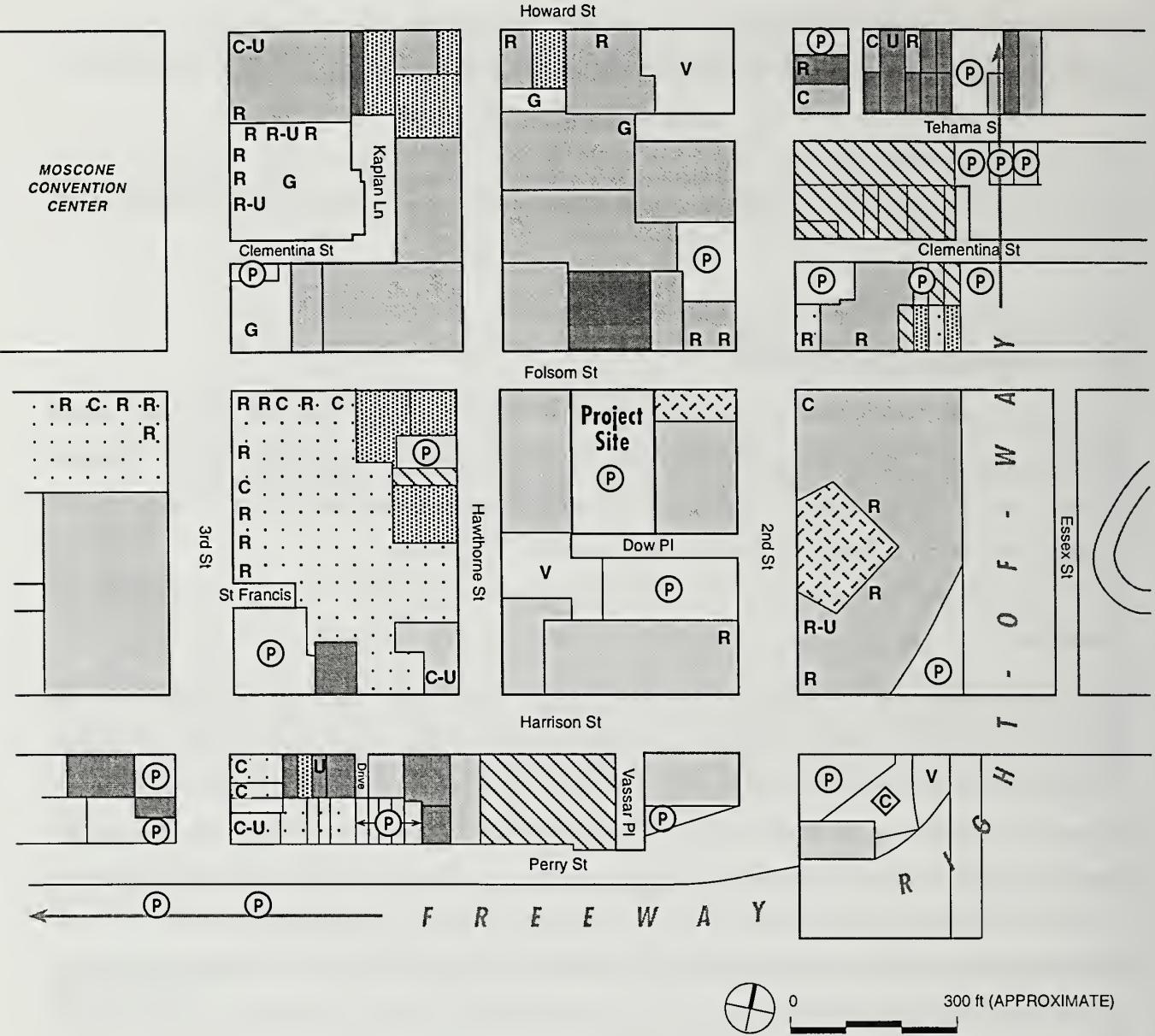
A. LAND USE AND ZONING

The Initial Study concluded that the project would not have significant adverse land use or zoning impacts. The proposed project would conform with the C-3-S (Downtown Support) District uses, and therefore, no zoning reclassification would be required. General land use and zoning information is presented here for the reader's information.

LAND USE

The approximately 34,375-square-foot rectangular project site is within the block bounded by Folsom, Second, Harrison, and Hawthorne Streets in San Francisco's South of Market neighborhood. This block is partially bisected on an east-west axis by Dow Place, an alley which forms the southern boundary of the site. The project site is on Folsom Street, halfway between Second and Hawthorne Streets. It is about three blocks south of the Financial District, six blocks west of The Embarcadero, and about one block east of Moscone Convention Center. The site is currently occupied by a surface parking lot containing approximately 160 valet parking spaces, about 30 of which are currently reserved for temporary use by the San Francisco County Sheriff's Department.

Although the immediate site vicinity is dominated by office buildings, the area to the south and west of the project block is more characterized by a mixture of uses in a wide variety of building types and sizes (Figure 8, page 24). The project site is in an area undergoing substantial growth. The area is designated by the Downtown Plan for increased office development, particularly along the Second Street corridor. The area immediately south of the project site is part of the growth of the multi-media industry. One block to the west, is the Yerba Buena Center and expanded convention facilities. Residential building development is also occurring in the area.



Source: During Associates, Radius Services.

Two new hotels are planned on Folsom Street, one at Second Street and the other at Third Street. Two residential buildings are planned for the project block, one on Second Street between Folsom and Harrison Streets and the other on Hawthorne Street, adjacent to the proposed driveway to the project's subterranean parking.

Other than the surface parking lot currently occupying the project site, both sides of Folsom Street between Hawthorne and Second Streets are occupied by office buildings ranging from three to 17 stories. To the immediate west of the project site are temporary offices for the San Francisco County Sheriff's Department, municipal and superior courts for the City and County of San Francisco, and other County offices. To the east of the project site is a 17-story steel building occupied by Pacific Bell and AT&T facilities. Opposite the site on the north side of Folsom is a vacant three-story brick building formerly occupied by Trinity Business College. East of this building is a two-story printing plant and a four-story private office building. The U.S. Passport Agency and other offices are in a five-story building at the northeast corner of Folsom and Hawthorne.

A large surface parking lot is located south of the Pacific Bell building on Second Street, adjacent to Dow Place. Also located in the project block are a vacant lot on Hawthorne Street (which will be developed with a residential building, as noted above), and two large office buildings fronting on Harrison Street. A mixture of land uses is found in the blocks to the west and south of the project block. Aside from several large apartment/condominium buildings, most of the other land uses are light industrial or commercial/service in nature, and include a restaurant, a bakery, a small electrical components factory, an electric repair shop, a retail ice cream shop, a knitwear factory, a printing factory, a cafe, surface parking lots, and various small office buildings. Moscone Convention Center and a 10-story office and retail complex are about one block west of the project site.

ZONING

The project site is within the C-3-S (Downtown Support) District. Office buildings are principal permitted uses within the C-3-S District which provides near the intensive Financial District core area important office support functions such as wholesaling, printing, building services, secondary office space, and parking. This district also contains housing resources and, in its eastern portion, which includes the project site, serves as an expansion area for offices, at a lesser intensity than in the C-3-O (Downtown Office) District to the north.

The project site is within a 200 S Height and Bulk District. The project building would be 110 feet tall, 94 feet wide and 244 feet long, and thus would be within the allowable height and bulk limit. The permitted Floor Area Ratio (FAR) in the C-3-S District is 5 to 1. The office building project would be within the FAR limit.

Planning Code provisions related to parking in the C-3-S District include Section 161(c) (no off-street parking required for office use), Section 204.5 (accessory parking may be permitted up to seven percent of the total gross floor area of the building), Section 102.9(b)(16) (gross floor area shall not include floor space used for short-term parking in order to replace short-term parking spaces displaced by the building), and Section 309(a)(4) (Permit Review in C-3-Districts, exceptions to requirement of independently accessible parking spaces and accessory parking limit). Project parking would be considered by the Planning Commission under Section 309 of the *Planning Code*, Permit Review in C-3 Districts.

B. URBAN DESIGN

The project site is a paved parking lot extending from Folsom Street to the embankment below Dow Place. The project vicinity is primarily occupied by buildings ranging from three to 17 stories tall. Figures 9, 10, and 11 show the existing project site in the context of its surroundings. The lowest buildings in the area are directly across Folsom Street from the project site. On the southwest corner of Second and Folsom Streets is a public plaza. In combination with the low-rise buildings on Folsom Street and the plaza, street trees planted along the sidewalks contribute to a pedestrian-friendly streetscape.

Immediately south of the project site is an undeveloped open area with parking on its east side along Dow Place and a vacant lot to the south on Hawthorne Street that is planned for a high-rise residential building.

The mixed-use context of the project vicinity is reflected in the varying modern architectural styles found throughout the area. Most buildings in the immediate area are modern high-rise office buildings. The four-story, wood-frame Planter's Hotel Building at 282 Second Street, constructed in the 1920's on the northwest corner of Second and Folsom Streets, appears to be the one notable exception.

The project vicinity is at the edge of the Financial District, Second Street Corridor, the Rincon Hill area, and South Park multi-media area. To the north and northwest, the downtown Financial



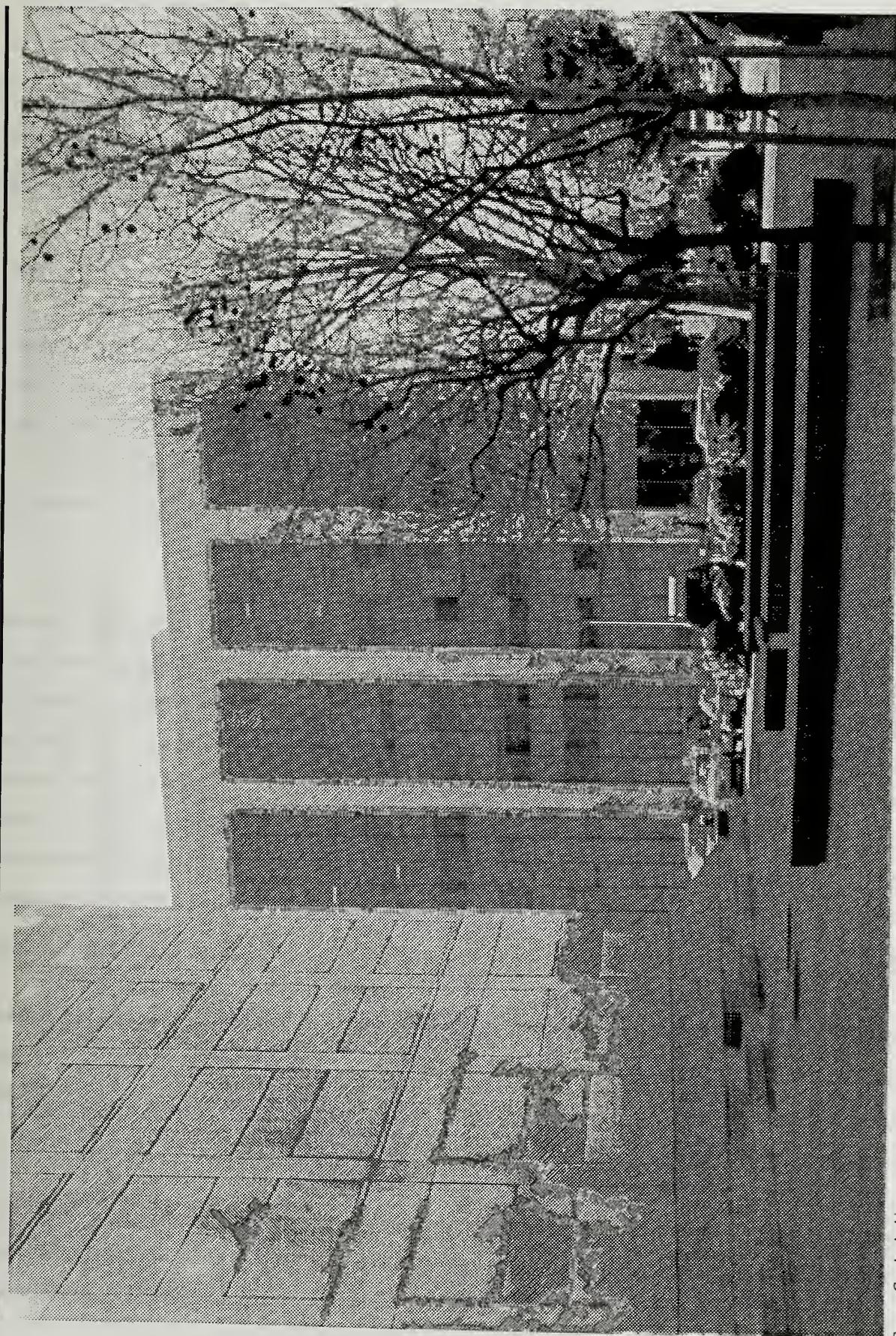
Source: Gensler Architects

PROJECT SITE LOOKING EAST ON FOLSOM STREET FIGURE 9



Source: Gensler Architects

PROJECT SITE LOOKING WEST ON FOLSOM STREET FIGURE 10



Source: Gensler Architects

PROJECT SITE LOOKING WEST FROM AT&T PLAZA **FIGURE 11**

District is characterized by high-rise modern office buildings, many of which are related to banking, finance, or commerce, intermixed with a few smaller buildings, generally dating to the early part of the 20th century. Most buildings in the project area are built to lot lines.

Regarding views, the primary scenic views currently available to the public in the vicinity of the project site are the public-rights-of-way which allow vistas of the City in several directions. The heights of surrounding buildings limit views outside of these rights-of-way.

C. TRANSPORTATION/CIRCULATION¹

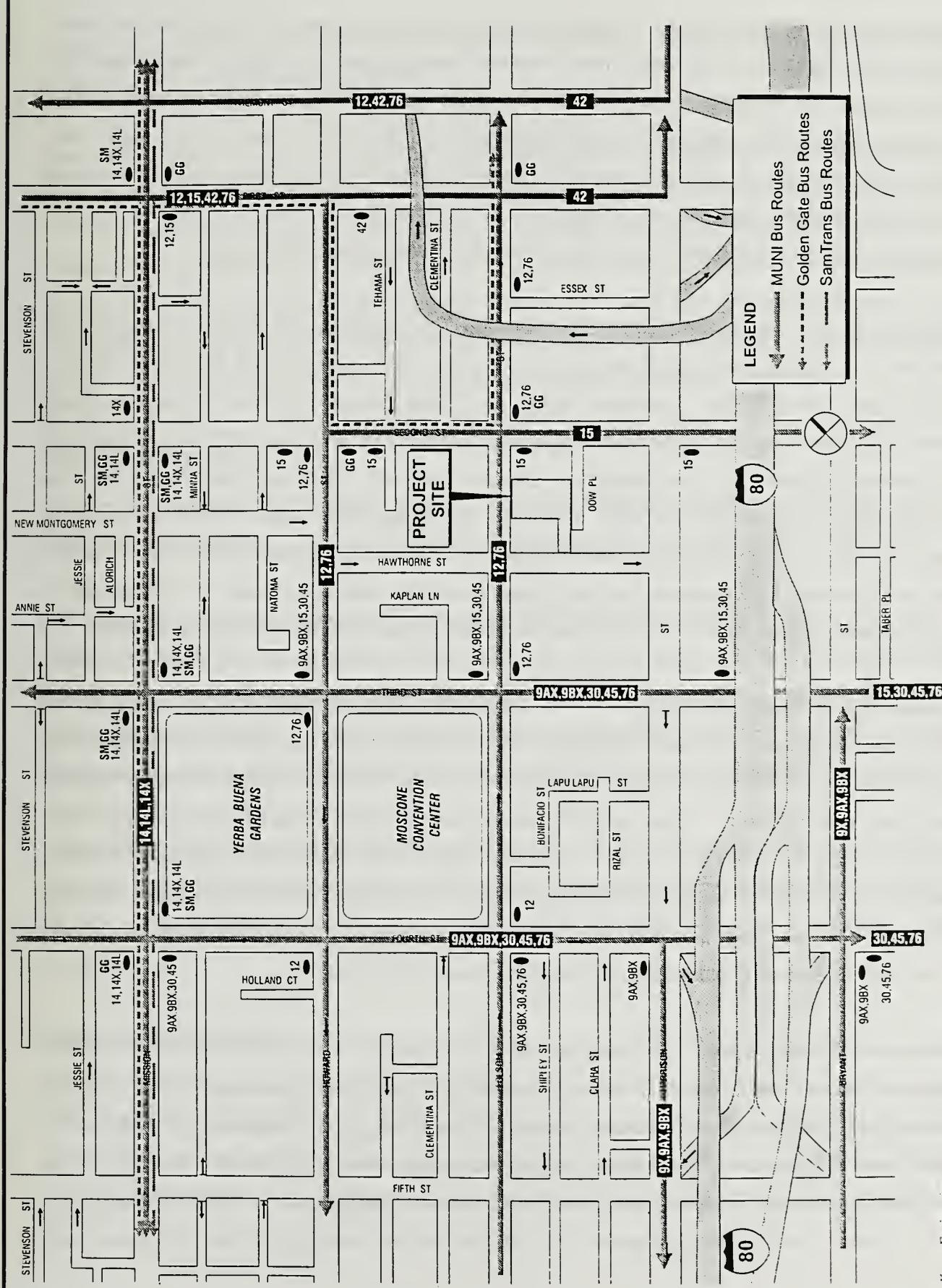
The project site is located mid-block on Folsom Street, between Second and Hawthorne Streets (Figure 9). These streets provide access to and from the site. The project site is located in one of four Superdistricts composed of traffic analysis zones in the City and County of San Francisco established by the Metropolitan Transportation Commission (MTC); Superdistrict 1, in which the site is located, extends west to Van Ness Avenue, south to Townsend Street, and northeast to the Bay.

Freeway I-80 provides regional access to the project area. This freeway is located between Harrison and Bryant Streets. Between the East Bay and the proposed project site, access to the site is via the I-80 (Bay Bridge) westbound Fremont Street off-ramp (which touches down on Fremont Street, south of Howard Street) and Howard Street. Access to I-80 (Bay Bridge) eastbound is via Hawthorne Street and the on-ramp at the intersection of Essex/Harrison Streets. Between the South Bay and the project site, access is via the I-80 eastbound 4th Street off-ramp (at the intersection of Fourth/Bryant Streets) and Third Street, while access to I-80 westbound is via the on-ramp at the intersection of Fourth/Harrison Streets via Hawthorne and Harrison Streets.

As part of the improvements associated with the Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure, the existing Fremont Street off-ramp from the Bay Bridge (I-80 westbound) would be modified so that all or a portion of the ramp would touch down at the intersection of Fremont and Folsom Streets.

Folsom Street. Folsom Street runs between Ripley Street (Bernal Heights) and The Embarcadero, primarily as a four-lane, one-way, eastbound arterial until Main Street. Between The Embarcadero and Main Street, Folsom Street is a two-way arterial with three eastbound

EXISTING TRANSIT SERVICE AND STOP LOCATIONS



lanes and one westbound lane. Intersections with all major streets are controlled by traffic signals. The *San Francisco General Plan* identifies Folsom Street as a Major Arterial from The Embarcadero to Thirteenth Street, and as part of the San Francisco Citywide Bicycle Route program, Route #30 (Class III) from The Embarcadero to South Van Ness Avenue. Within the vicinity of the project, there is a five-foot bicycle lane (Class II bicycle facility - separate bicycle lane within roadway right-of-way) on the south side of the street. Folsom Street has ten-foot sidewalks and on-street parking (primarily metered) on both sides of the street.

Harrison Street. Harrison Street runs between The Embarcadero and Norwich Street (Bernal Heights). In the project area, it serves as a primary route to the Fourth Street on-ramp to southbound I-80/U.S. 101. Between Spear and Third Streets, Harrison Street has three westbound lanes and one eastbound lane, except between First and Second Streets where only two westbound lanes and one eastbound lane are provided. Between Spear Street and The Embarcadero are two lanes in each direction. Within the vicinity of the project, there are approximately eight-foot sidewalks and on-street parking on both sides of the street. The *San Francisco General Plan* identifies Harrison Street as a Major Arterial between The Embarcadero and Thirteenth Street, and a Transit Important Street between Fourth and Twelfth Streets.

Second Street. Second Street is a two-way, north-south street with two lanes in each direction for most of its length. Between Mission and Market Streets, only one lane is northbound and all northbound traffic must turn right at Market Street. There are traffic signals at all intersections with other major streets. In the vicinity of the project, on-street metered parking is generally provided along both curbs. The *San Francisco General Plan* designates Second Street as a Neighborhood Commercial Street within the Neighborhood Pedestrian Street Network and as a Secondary Transit Street between Harrison and Howard Streets. Second Street is also a part of the San Francisco Citywide Bicycle program, Route #11 (Class III).

Hawthorne Street. Hawthorne Street is a short one-way, southbound roadway that extends between Howard and Harrison Streets. The street has one travel lane, and on-street metered parking and five-foot sidewalks on both sides of the street. The intersection of Folsom and Hawthorne Streets is signalized, while the intersection of Harrison and Hawthorne Street is not signalized. At the approach to Harrison Street are one southbound right turn lane and one

southbound left turn lane on Hawthorne Street. The existing parking lot on the project site provides a rear exit to Hawthorne Street.

Dow Place. Dow Place provides access to the loading area for the Pacific Bell Building, located immediately east of the project site. It is a short street segment that extends less than a block in length, partially bisecting the project block. It originates at Second Street and travels west, terminating approximately 100 feet before Hawthorne Street. Access to Dow Place is uncontrolled at Second Street. No on-street parking is allowed along the south side of Dow Place, and approximately 10 spaces of unrestricted diagonal parking are along the north side toward the end of Dow Place. Dow Place is approximately 30 feet wide curb-to-curb.

TRANSIT NETWORK

San Francisco Municipal Railway (MUNI). The project site is well served by MUNI, with 12 MUNI bus lines passing by or near the site, with headways ranging from 5 to 20 minutes.

San Mateo County Transit District (SamTrans). SamTrans serves San Francisco with nine bus routes, providing bus transportation throughout San Mateo County, with connections to the Colma, Daly City and Hayward BART stations, San Francisco International Airport (SFIA), and downtown San Francisco. SamTrans does not serve passengers locally in the study area, but boards/disembarks passengers in San Francisco with destinations/origins in San Mateo County.

Alameda-Contra Costa Transit District (AC Transit). AC Transit provides service in western Alameda and Contra Costa Counties, with 130 routes providing local, express, and commuter service within its East Bay service area and to the Transbay Terminal in downtown San Francisco.

OFF-STREET PARKING

A survey of the off-street parking supply within a two-block radius of the project site was conducted on Wednesday, January 28, 1998. The survey collected occupancy data for the peak midday period (1:00–3:00 PM). Within the survey area, a total of 5,740 parking spaces in 35 public parking facilities were tallied. Among the facilities that were surveyed, the total average occupancy rate was approximately 88 percent during the weekday midday peak period.

The proposed project site is currently occupied by a surface parking lot operated by Ampco System Parking, which has about 130 public parking spaces and 30 parking spaces reserved for temporary use by the San Francisco Sheriff's Department. The weekday midday peak period occupancy rate for this parking lot is approximately 48 percent.

ON-STREET PARKING

On-street parking in the project vicinity is mostly comprised of 1- and 2-hour parking meters and commercial loading zones. Although a survey of the exact number of spaces and occupancy rates was not conducted for this project, field observations of on-street parking utilization in the vicinity of the proposed project indicate that most on-street parking spaces were occupied during the weekday midday peak period. Commercial loading spaces around the project site include metered truck loading directly in front of the project site on Folsom Street, one on-street commercial loading space on the west side of Hawthorne Street, and a 45-foot loading zone on the east side of Second Street.

PEDESTRIAN AND BICYCLE CONDITIONS

Although pedestrian counts were not conducted for this project, a qualitative evaluation of existing conditions was conducted during field visits to the site during the midday peak period. Sidewalk widths in the vicinity of the project site are generally ten to 12 feet in width, including ten-foot sidewalks on Folsom Street, eight-foot sidewalks on Harrison Street, 15-foot sidewalks on Second Street, and five-foot sidewalks on Hawthorne Street. The pedestrian flows in the vicinity of the project site are low to moderate (approximately 70 to 120 pedestrians per hour), allowing pedestrians to move at normal walking speeds and with freedom to pass other pedestrians.

The *San Francisco General Plan* assigns Citywide Bicycle Route designations on Folsom, Howard and Second Streets within the traffic study area. The two bicycle routes designated on these streets (Route #11 and Route #30) are Class III facilities (signs only), with the exception of a five-foot bicycle lane (Class II) on the south side of Folsom Street between Third Street and The Embarcadero.

NOTES - Transportation/Circulation

¹ Information on transportation was based on the *631 Folsom Street Transportation Study* by Korte Engineering, May 13, 1998. This report is on file and available for public review at the Planning Department, 1660 Mission Street, San Francisco.

D. AIR QUALITY

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone(O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area, had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. In 1995, the Bay Area was redesignated by the U.S. Environmental Protection Agency as a "maintenance area" for ozone, and in 1997, the Bay Area was redesignated to "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as non-attainment area for ozone, essentially reversing the 1995 action. The air basin is an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (a few miles southeast of the project site) is shown in Appendix D, together with the most stringent corresponding state and/or federal ambient air quality standards in San Francisco. From 1993 to 1996, there were no violations of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10} standard was exceeded on 0 to 6 days each year during the four year period of 1993-1996.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, which blow off the Pacific Ocean, reduce the potential for San Francisco to receive air pollutants from elsewhere in the region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

Data from air quality monitoring in San Francisco show that there have been violations of the state (but not federal) fine particulate standards. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.¹

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air quality problems, primarily O₃, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of ozone precursors there.

In 1995, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM₁₀, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.²

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a nonattainment area for ozone and PM₁₀. The air basin is either attainment or unclassified for other pollutants.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

Notes - Air Quality

¹ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

² Ibid.

IV. ENVIRONMENTAL IMPACTS

An application for environmental evaluation for the 631 Folsom Street project was filed on December 3, 1997. On the basis of an Initial Study published on May 30, 1998, the San Francisco Planning Department, Major Environmental Analysis section, determined that an Environmental Impact Report (EIR) is required. The Initial Study determined that issues related to land use, urban design, glare, population and housing, noise, construction air quality, wind, shadow, utilities and public services, biology, hydrology, water quality, geology and topography, energy and natural resources, hazards, and cultural resources (archaeology and historic and architectural resources) require no further discussion. Therefore, the EIR does not discuss these issues. (See Chapter IX, Appendix A, for the Initial Study.) Not all of the impacts presented in this chapter are physical environmental effects as defined by the California Environmental Quality Act (CEQA). Non-physical effects are included here for informational purposes only.

A. LAND USE AND ZONING

LAND USE

The proposed project would be the new construction of an eight-story office building at 631 Folsom Street. The 104-foot-tall building would have approximately 3,100 square feet of ground-floor retail space, 160,700 square feet of office space, and an underground parking garage for up to 155 vehicles.

The addition of office uses on the site would change the site's land use and would intensify office development in the project vicinity. Located near the Financial District, the project area is characterized by office uses and downtown support business such as data processing, computer services, retail, printing, and other business services. Residential uses and a variety of commercial uses are also in the project area. Although the project would convert a public parking lot to an office building, the building's underground garage would continue to offer public parking. The proposed office use would be compatible with adjacent and surrounding

land uses, and therefore, would not change the existing character of the project area, or disrupt or divide the physical layout of the area.

ZONING

The project site is located in the C-3-S (Downtown Support) District and a 200-S Height and Bulk District.

The *Planning Code*, which incorporates by reference the City Zoning Maps, governs permitted uses, densities, and configurations of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to its provisions. As noted in the Environmental Setting chapter, the project would be a principal permitted use in the C-3-S District. See pages 18, 19, 25 and 26 above, for a discussion of project approvals and zoning requirements.

B. URBAN DESIGN

The proposed project building would be compatible with neighboring buildings, both in scale and design. The building would be higher than the adjacent 633 Folsom Street building to the west, lower than the 611 Folsom Street building to the east, and would fill a gap along Folsom Street, uniting the visual line of buildings along the south side of this block of Folsom Street as shown in the simulated photomontages presented in Figures 13, 14, and 15. The east facade of the building would front the AT&T plaza on the southwest corner of Second and Folsom Streets. The design of the building would feature a glass curtain wall on the AT&T plaza facade that would project beyond the building's support wall at the corner. The rest of the Folsom Street facade would be set back from the corner extension which would allow the building to present a separate frontage along the block.

The northern portion of a 30-foot alley between the 633 Folsom Street building and the project would be landscaped for public open space use and feature outdoor seating. The vehicle ramp that descends below grade on the southern portion of the alley would be screened from the open space.



Source: Gensler Architects

PHOTOMONTAGE LOOKING EAST ON FOLSOM STREET FIGURE 13

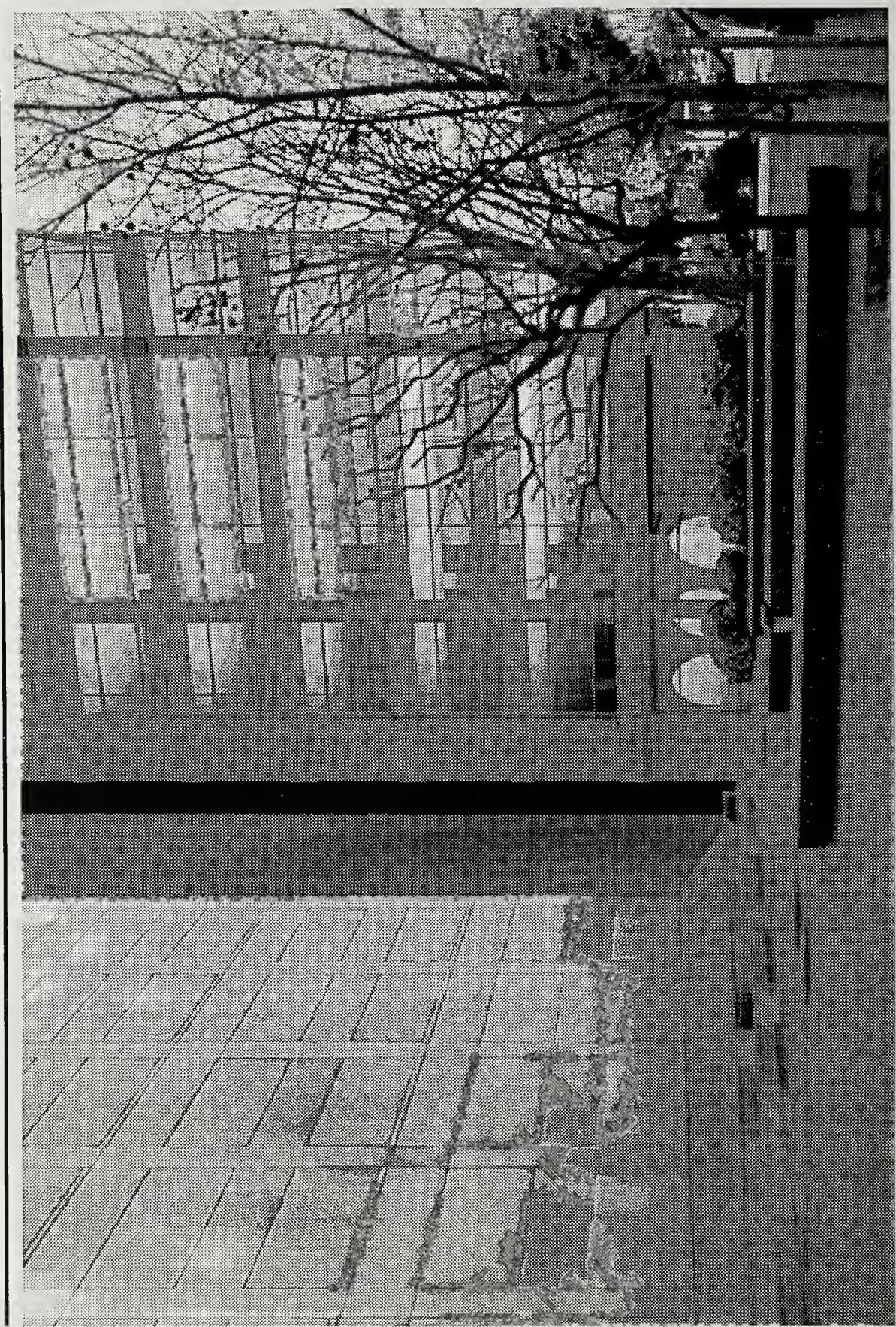


Source: Gensler Architects

PHOTOMONTAGE LOOKING WEST ON FOLSOM STREET FIGURE 14

Source: Gensler Architects

PHOTOMONTAGE LOOKING WEST FROM AT&T PLAZA FIGURE 15



Views from floors on the east facade of the 633 Folsom Street building would be partially obstructed by the proposed project, and longer-range views could also be affected to some degree. These changes would not be inconsistent with the dense, urban character of the surrounding area. The project would not block any public scenic views, and any private views that may be obstructed by the project would not be considered significant environmental impacts.

C. TRANSPORTATION/CIRCULATION¹

PROJECT IMPACTS

Travel Demand

Based on the proposed office and retail uses, the project would generate approximately 3,473 new person trips on a daily basis, including both employee and visitor trips. During the P.M. peak hour (one hour during the P.M. peak period of 4:00–6:00 p.m.), the project would generate approximately 275 new person trips.

P.M. peak hour person-trips were also assigned to different travel modes (i.e., auto, transit, walk, and “other” trips), based on supplemental information of the San Francisco *Citywide Travel Behavior Study* (CTBS). Of the 275 person-trips generated by the project, approximately 145 trips would be made by transit, 83 would be made by automobile, and 47 would be made by walking or other modes. The 83 new automobile person trips represent about 62 new vehicle trips (57 inbound and 5 outbound).

Trip Distribution

San Francisco is divided by the Metropolitan Transportation Commission (MTC) into superdistricts, which are geographic zones used for the purposes of travel analysis. The proposed project site is located within Superdistrict 1, which is generally bounded by Van Ness Avenue on the west, Townsend Street to the south, and San Francisco Bay to the north and east. Trip distribution for the proposed project was determined based on percentages provided from San Francisco Planning Department survey data for office use in Superdistrict 1. Approximately 56 percent of office trips and 73 percent of the retail trips destined for Superdistrict 1 travel from within San Francisco.

Parking Demand

Peak parking demand for the proposed project is based on estimated daily vehicle-trips and parking turnover rates.² Project vehicle-trips are determined from trip generation rates, mode split percentages, and vehicle occupancy rates. Generally, for commercial/retail uses, a parking turnover rate of five vehicles per space is used to determine short-term parking demand. The proposed project would generate a weekday peak parking demand for 172 spaces (162 spaces for office and 10 spaces for retail).

Freight Loading Demand

Freight delivery and service vehicle demand was based on information provided in the *Guidelines for Environmental Review: Transportation Impacts* (which includes trip generation rates by land use, size of project, peak hour and average hour demand formulae). The proposed office use is estimated to generate 35 delivery/service trips per day, which corresponds to a demand for 1.6 loading spaces in an hour, or 2.0 loading spaces during the peak loading hour. The retail use is estimated to generate approximately 11 delivery/service trips per day, which corresponds to a demand for 0.5 spaces in an hour and 0.6 spaces during the peak loading hour. Overall, the project would generate 46 truck trips per day, which corresponds to a loading demand for 2.1 spaces an hour and 2.6 spaces during the peak loading hour. Delivery vehicles for the project would consist primarily of vans or small trucks (e.g., UPS, FedEx).

Traffic

Local Intersection Traffic. Eight study intersections were selected in the vicinity of the project site for traffic analysis. Seven of the intersections are traffic signal-controlled, including Folsom Street/Second Street, Folsom Street/Third Street, Folsom Street/Hawthorne Street, Harrison Street/Second Street, Harrison Street/Third Street, Harrison Street/Fourth Street, and Harrison Street/Essex Street. The eighth study intersection, Harrison Street/Hawthorne Street, is stop-sign controlled. Existing traffic conditions at the intersections were determined as a basis for evaluating projected traffic impacts from the proposed project. Traffic volume counts were made on Wednesday, January 28, 1998. All counts were conducted during the P.M. peak period (4:00–6:00 p.m.).

Levels of service (LOS) were calculated for the eight study intersections based on the methodologies for signalized and stop sign-controlled intersections contained in the 1985 *Highway Capacity Manual (HCM)* (Special Report 209, Transportation Research Board, Updated 1994). Level of service is a qualitative description of traffic flow conditions within an intersection. LOS levels are based on the amount of delay per vehicle and range from LOS A, which indicates free-flowing conditions, to LOS F, indicating extremely long delays in passing through the intersection. By City standards, LOS A, B, C, and D represent acceptable conditions, while LOS E and F are considered unacceptable. Definitions of the different levels of service are presented in Appendix C.

The calculated LOS values for each of the study intersections are presented in Table 1 below. As can be seen, existing levels of service range from LOS B to LOS F. While these results represent conditions when there would be some congestion on the Bay Bridge and I-80, and on-ramp capacity to the freeways would be constrained, they do not represent substantial congestion that would be associated with incident conditions (in case of an accident, construction, or a stall on the Bay Bridge or I-80/U.S. 101). The San Francisco Department of Parking and Traffic estimated that incident conditions occur during the weekday evening peak period about 25 to 30 percent of the time.³

Table 1
Existing Intersection Levels of Service

Intersection	Control	Delay (sec./veh.)	LOS
Folsom Street/Second Street	Signalized	31.5	D
Folsom Street/Third Street	Signalized	26.0	D
Folsom Street/Hawthorne Street	Signalized	9.2	B
Harrison Street/Second Street	Signalized	207.7	F
Harrison Street/Third Street	Signalized	13.2	B
Harrison Street/Fourth Street	Signalized	84.6	F
Harrison Street/Essex Street	Signalized	91.4	F
Harrison Street/Hawthorne Street ^a	STOP Sign	8.8	B

Notes

^a For unsignalized intersections, delay and LOS presented for minor street approach which is the southbound approach. By movement the delay/LOS for the southbound left turn is 44.9/E and for the southbound right turn is 7.2/B.

Source: Korve Engineering

The study intersections of Harrison/Second, Harrison/Fourth, and Harrison/Essex currently operate at LOS F conditions during the PM peak period, with average delays longer than one minute per vehicle. The poor operating conditions are related to the PM peak hour congestion that occurs in the vicinity of the I-80 eastbound on-ramps at First and Essex Streets and the I-80 westbound/U.S. 101 southbound on-ramp at Fourth Street. All other intersections currently operate at LOS D or better. While Table 1 shows the Harrison/Hawthorne intersection to operate at LOS B, this represents the southbound Hawthorne Street approach to the intersection, and vehicles turning left from Hawthorne Street experience substantially higher delays (44.9 seconds per vehicle) and LOS E conditions.

Traffic Impacts

The distribution of project-generated trips among area roadways was determined using the "TRAFFIX" computer simulation software in accordance with San Francisco Planning Department guidelines. Project-generated traffic was then added to existing traffic volumes to derive the Existing Plus Project traffic volumes. These volumes were used to derive the Existing Plus Project levels of service presented in Table 2 below.

Table 2
Existing Plus Project Intersection Levels of Service

Intersection	Existing (1998)		Existing Plus Project	
	Delay (sec./veh)	LOS	Delay (sec./veh.)	LOS
Folsom Street/Second Street	31.5	D	31.5	D
Folsom Street/Third Street	26.0	D	26.9	D
Folsom Street/Hawthorne Street	9.2	B	9.2	B
Harrison Street/Second Street	207.7	F	222.5	F
Harrison Street/Third Street	13.2	B	13.6	B
Harrison Street/Fourth Street	84.6	F	86.3	F
Harrison Street/Essex Street	91.4	F	94.3	F
Harrison Street/Hawthorne Street ^a	8.8	B	10.3	C

Notes

^a For unsignalized intersections, delay and LOS presented for minor street approach which is the southbound approach. For Existing conditions, the movement delay/LOS is 44.9/E for the southbound left turn and 7.2/B for the southbound right turn. For Existing plus Project conditions, the movement delay/LOS is 50.2/F for the southbound left turn and 7.9/B for the southbound right turn.

Source: Korve Engineering

The City of San Francisco considers a significant impact to occur when a project causes the LOS at an intersection to deteriorate from LOS D or better to LOS E or F. According to these criteria, no significant impact on traffic conditions would result from the project. The LOS at seven of the eight study intersections would not change with the addition of the 62 project-generated PM peak-hour vehicle trips. The exception would be the unsignalized intersection of Harrison Street/Hawthorne Street where the LOS for the southbound approach would degrade from B to C and the average delay per vehicle would increase from 8.8 seconds to 10.3 seconds, which would not be significant impacts.

Parking Impacts

The proposed project is exempt from off-street parking requirements of the *Planning Code* because it is within a C-3 District.⁴ Although parking is not required, the project would provide up to 155 public off-street, valet parking spaces, including seven handicapped spaces, with access from Hawthorne Street. In addition, about eight bicycle parking spaces would be provided, complying with *Planning Code* Section 155. The project sponsor is requesting accessory parking per *Planning Code* Section 204.5(c), and an exemption from the proposed building's gross floor area for replacement of parking spaces displaced by the proposed building as defined in *Planning Code* Section 102.9(b)(16), pursuant to Section 309 review. The expected project parking demand of 172 spaces would exceed the capacity of the proposed parking facility, resulting in a deficit of 17 spaces. In addition, the project would displace about 77 vehicles parked in the existing 160-space parking lot on the project site (based on the 48-percent occupancy of the lot). A review of the off-street parking facilities in the parking study area indicates that off-street parking facilities are generally full (as indicated by the total occupancy of about 88 percent) and that drivers may have difficulty finding alternative accommodations. The parking demand generated by the proposed project would increase the occupancy of the off-street parking facilities in the study area from 88 percent to approximately 91 percent during the midday peak parking period (1:00-3:00 p.m.). It should be noted that shortfalls of parking supply relative to demand are not considered significant environmental impacts in the urban context of San Francisco. Parking deficits are an inconvenience to drivers, but not significant physical impacts on the environment. In support of the City's "Transit First" policy which emphasizes a shift from the personal automobile to public transit use, priority is given to transit improvements before developing transportation treatments which encourage the continued use of the automobile. Faced with parking shortages, drivers generally seek and find alternative

parking facilities or shift modes of travel (e.g., public transit, taxis, or bicycles). In view of the above discussion, the project would not cause a substantial environmental impact.

Pedestrian/Bicycle Impacts

To access the project site, pedestrians would use Second, Hawthorne, and Folsom Streets. The main pedestrian entrance to the proposed office building would be off of Folsom Street where the existing sidewalk width of 10 feet would be maintained. The building would be set back 16 feet from the sidewalk on Folsom Street where an outside seating area would be provided for public use. As noted in the travel demand discussion, the proposed project would generate an additional 47 walking or “other” trips to and from the site. These additional trips would not substantially affect the pedestrian operating conditions on the sidewalks or crosswalks in the vicinity of the project. Pedestrian flows would remain free-flow, with few conflicts between other pedestrians.

The proposed project would generate additional bicycle trips to the area that would likely use the bicycle lane on Folsom Street and the bicycle parking spaces provided in the proposed project building. These additional trips would not be significant.

Transit Impacts

Based on trip generation and mode split estimates, the proposed project would generate approximately 145 new transit trips (7 inbound and 138 outbound) during the weekday P.M. peak hour. Based on the trip distribution described above, there would be about 113 outbound MUNI trips, 44 outbound BART, AC Transit, and Ferry trips to the East Bay, 9 outbound Caltrain and SamTrans trips to the South Bay, and 3 outbound Golden Gate Transit and ferry trips to the North Bay. It is estimated that the 113 outbound MUNI trips would either travel within San Francisco or connect to regional transit operators.

To assess the effects of the proposed project on MUNI service capacity, the Existing and Existing Plus Project capacities were evaluated in terms of a series of screenlines. The concept of screenlines is used to describe the magnitude of travel to or from the downtown area and its vicinity, and to compare estimated transit ridership to available capacity for each transit screenline. Screenlines are hypothetical lines representing the Maximum Load Point (MLP) that

would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region. The MLP is defined in the *Highway Capacity Manual* as "the point along a transit route at which the greatest number of passengers is being carried." Four screenlines were established to analyze potential impacts of the proposed project on MUNI service in San Francisco: northeast, northwest, southeast, and southwest. In addition, within each screenline are sub-corridors. For the purpose of this analysis, MUNI ridership measured at the four San Francisco screenlines and sub-corridors represent the peak passenger loads for the MUNI system, which corresponds with the PM commute outbound from the project vicinity to other parts of the City.

Table 3 on page 50 presents the MUNI screenline analysis for the Existing Plus Project conditions. As shown, the proposed project would increase the ridership at the screenlines in the outbound direction by 113 riders. The analysis assumes that transit riders to the North Bay would walk to the Golden Gate Transit bus stops, and that about half of the transit riders to the East Bay would walk to either the Transbay Terminal or to BART. The fourth column in the table presents the distribution of the 113 riders to the various screenlines and sub-corridors, and shows that the new project trips would increase the southwest screenline the most, an increase of about 38 trips during the PM peak hour.

All of the MUNI bus routes serving the project area are below capacity even at their maximum load points and would have excess capacity to absorb the additional transit trips that would be generated by the project. The additional transit trips generated by the project would therefore not be significant.

Freight Loading Impacts

Based on a proposed total of 170,000 gsf of office and retail space, Section 152 of the *San Francisco Planning Code* would require the proposed project to provide two off-street loading spaces. The proposed project would provide one full-sized freight loading space (12 feet wide, 35 feet long, and 14 feet high) and two service vehicle spaces (8 feet wide, 24 feet long, and 14 feet high), with access from Hawthorne Street. The three off-street loading spaces would meet *Planning Code* Sections 152, 153 and 154 requirements.

Screenline	MUNI Line	Existing Ridership	Project Trips	Existing + Project Ridership	Existing Capacity	Existing + Project Capacity Utilization
Northeast:						
Kearny/Stockton Corridor	15, 30, 30X, 45	2,256	15	2,271	3,387	67%
All Other Lines	9AX, 9BX, 41,42	1,037	11	1,048	1,953	54%
Total Northeast		3,293	26	3,319	5,340	62%
Northwest:						
Geary Corridor	38, 38L, 38AX, 38BX,	1,984	7	1,991	2,823	71%
All Other Lines	1,1AX, 1BX, 2,3,4,5,21,31,31AX,31BX,45	5,727	17	5,744	7,798	74%
Total Northwest		7,711	24	7,735	10,621	73%
Southeast						
Third Street Corridor	15	331	2	333	846	39%
Mission Corridor	14,14X	941	7	948	1,491	64%
All Other Lines	9, 9AX, 9BX, J	2,166	16	2,182	2,599	84%
Total Southeast		3,439	25	3,463	4,935	70%
Southwest						
Subway Lines	K, L, M, N	4,876	31	4,907	6,783	72%
All Other Lines	6, 7, 71, F	1,096	7	1,103	1,418	78%
Total Southwest		5,972	38	6,010	8,201	73%
TOTAL ALL SCREENLINES		20,414	113	20,527	29,097	71%

Notes:

- Capacity = seated capacity on scheduled vehicle x number actual trips. Capacity Utilization = passenger load/capacity. - Based Muni's planning design standards of 45, 63, 94, and 119 passengers per vehicle for 30,40, and 60 foot buses, and SLRV's, respectively, which assumes some standees.

Source: Korve Engineering

As indicated in the Freight Loading Demand section above, the project would generate 46 daily truck trips, which would correspond to a total demand for 2.1 spaces during the average hour and 2.6 spaces during the peak hour, based on calculation methodologies provided in San Francisco's *Guidelines for Environmental Review*. The three off-street loading spaces proposed for the project would be able to accommodate this loading demand.

Construction Impacts

Construction activities associated with the proposed project would occur over a 16-month period. During this period, most staging of construction equipment and materials would occur on the project site. However, periodic closures of the Folsom Street sidewalk may be required, in which case the curb lane would be used as a pedestrian walkway. The curb lane may also be closed for construction staging. These lane closures would preclude use of the metered parking spaces in front of the site and would block the bicycle lane in front of the site, requiring bicyclists to use the vehicle travel lane during the closures. In addition, it is expected that some double-parking of trucks on Folsom Street would be required by trucks unloading materials, which would create a temporary reduction in the street capacities, as would the increased truck traffic associated with site excavation. The incremental slowing of traffic movement, including MUNI buses, would be temporary and therefore would not be considered significant. It is not anticipated that any MUNI bus lines would need to be rerouted as a result of project construction.

The project construction workers would generate an additional demand for parking in the vicinity of the project site during the construction period. The additional demand would be temporary and could be accommodated on the site and/or in other nearby off-street parking facilities.

While construction traffic impacts are by definition temporary, and therefore are not considered significant, they can greatly inconvenience area residents and employees. Thus, the project sponsor has agreed to implement traffic improvement measures that would limit the hours of construction traffic from 9:00 a.m. to 3:30 p.m. and 6:00 to 8:00 p.m. (hours outside of AM and PM peak traffic periods), and coordinate with City Departments to determine feasible measures to reduce traffic, public transit, and pedestrian circulation disruptions during construction (see Mitigation Measures on pages 66 and 67).

Cumulative Impacts

Cumulative traffic impacts were assessed in the project traffic study area for Future Year 2015 conditions. Intersection impacts were analyzed for two different scenarios: one scenario assumes the existing street network with intersection and roadway improvements proposed as part of the Preferred Alternative in the *Alternatives to Replacement of the Embarcadero Freeway and Terminal Separator Structure FEIS/FEIR*⁵ (Embarcadero FEIR) (Future Year with Existing Street Network Scenario), and the other scenario assumes a street network with intersection and roadway improvements analyzed for the *Concept Plan Alternative in the Transbay Area Plan EIR Transportation Study*⁶ (Future Year with Transbay Street Network Scenario).

Future Year 2015 Cumulative weekday PM peak-hour traffic volumes for the two roadway configuration scenarios are shown in Table 4 on the following page. As under Existing and Existing Plus Project conditions, the intersections of Harrison/Second, Harrison/Fourth, and Harrison/Essex would continue to operate at LOS F conditions. Without substantial improvements to the capacity on I-80/U.S. 101, the PM peak-period congestion approaching the on-ramps would not lessen. The intersections of Folsom/Second and Folsom/Third would experience increased delays from existing conditions, deteriorating from LOS D to LOS E under Year 2015 Cumulative with Existing Street Network and Transbay Street Network scenarios.

While five of the eight study intersections would operate at LOS E or F conditions in Future Year 2015 under either growth scenario, these would be the result of existing congestion (three intersections already operate at LOS F) and future cumulative traffic, and not the result of traffic generated by the proposed project alone. Although average vehicle delays at the remaining three study intersections would increase, they would still operate at LOS C or better under Year 2015 Cumulative conditions.

Over time, traffic volumes are expected to increase, whether or not the proposed project is approved. These "cumulative" increases would result in increased congestion on freeways, major arterials, and the local streets which access these facilities. Vehicle trips associated with the proposed project would contribute a tiny increment to this congestion (i.e., about 62 new vehicle trips in the P.M. peak hour).

Table 4
Existing and Future Cumulative Intersection Level of Service

Intersection	Existing		Existing Plus Project		Future 2015 with Existing Street Network		Future 2015 with Transbay Street Network	
	Delay (sec./veh)	LOS	Delay (sec./veh)	LOS	Delay (sec./veh)	LOS	Delay (sec./veh)	LOS
Folsom Street/Second Street	31.5	D	31.5	D	41.7	E	42.3	E
Folsom Street/Third Street	26.0	D	26.9	D	43.1	E	43.1	E
Folsom Street/Hawthorne Street	9.2	B	9.2	B	10.2	B	10.2	B
Harrison Street/Second Street	207.7	F	222.5	F	299.2	F	299.2	F
Harrison Street/Third Street	13.2	B	13.6	B	24.2	C	24.2	C
Harrison Street/Fourth Street	84.6	F	86.3	F	83.1	F ^c	83.1	F ^c
Harrison Street/Essex Street	91.4	F	94.3	F	117.6	F	117.6	F
Harrison Street/Hawthorne Street ^d	8.8	B	10.3	C	11.3	C	11.3	C

Notes

a - Under future year 2015 conditions, the existing street network includes improvements approved in the Alternatives to Replacement of the Embarcadero Freeway and Terminal Separator Structure FEIS/FEIR, including the restriping of the eastbound approach at Folsom Street at Second Street to provide an exclusive left-turn, four through lanes, and an exclusive right-turn line, and the restriping of the southbound approach of Fourth Street at Harrison Street to provide an additional exclusive lane onto the I-80/U.S. 101 freeway.

b - Under future year 2015 conditions, the Transbay street network assumes the conversion of Folsom Street between Second and Main Streets to two-way operation.

c - The average vehicle delay decreases at this intersection due to the improvements for year 2015 conditions.

d - For unsignalized intersections, delay and LOS presented for minor street approach which is the southbound approach. For Existing conditions, the movement delay/LOS is 44.9/E for the southbound left turn and 7.2/B for the southbound right turn. For Existing plus Project conditions, the movement delay/LOS is 50.2/F for the southbound left turn and 7.9/B for the southbound right turn. For Cumulative Conditions with either the existing street network or the Transbay street network, the movement delay/LOS would be 57.9/F for the southbound left turn and 8.5/B for the southbound right turns.

Source: Korne Engineering

CUMULATIVE CONTEXT

Prior to the 1989 Loma Prieta earthquake and the recession of the early 1990s, the cumulative context for future transportation conditions in San Francisco and the Bay Area was based on future year 2000 and 2010 analyses presented in the *Mission Bay EIR* and the *South of Market EIR*. The population and employment projections upon which these estimates of future conditions were based have more recently been determined to be more aggressive (i.e., larger) than warranted. The City uses projections based on those prepared by the Association of Bay Area Governments (ABAG) which are updated every two years. There are other planning studies underway (such as the *Mission Bay Subsequent Draft EIR* and the in-process *Transbay Redevelopment Draft EIR*) which indicate, as in previous studies, that in the future, regional freeways and local intersections near freeway ramps will be more congested during the P.M. peak period. Combined with improvements in transit, this congestion would result in a shift from autos (especially solo drivers) to transit and ridesharing for trips to and from the downtown and the project vicinity. The relevant transportation analysis from the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR*⁷ is incorporated by reference and summarized below.

Future Travel Demand

The *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR* analysis estimated future travel demand using the regional travel demand forecasting model developed by the Metropolitan Transportation Commission (MTC). This model uses the ABAG land use database in the nine-county San Francisco Bay Region to determine the number of future daily and peak period trips. As part of the environmental review process, the City and County of San Francisco Planning Department developed year 2015 estimates of the number of households and employees at the Traffic Analysis Zone level, based on citywide ABAG projections for year 2010, information on approved projects in downtown, and reasonable assumptions regarding future development.

ABAG '92 projections for the year 2010 were adjusted for downtown San Francisco zones in Superdistricts 1 (northeast quadrant) and 3 (southeast quadrant), and extrapolated to develop year 2015 conditions. Using these projections, employment in San Francisco is expected to increase between 1990 and 2015 by 165,631 jobs (28% increase), and the number of households is expected to increase by 45,572 dwelling units (15% increase). Superdistrict 1,

which includes the Financial District, as well as the proposed project site, is anticipated to experience the greatest growth of the four Superdistricts that comprise San Francisco. Employment is anticipated to increase by 128,292 jobs (32% increase), and households by 39,449 dwelling units (68% increase).

A follow-up study conducted for the Planning Department following the development of year 2015 land use estimates by the Planning Department forecasts lower estimates of employment than those summarized above. However, the total difference for those travel analysis zones in the downtown area between the preliminary and the revised estimates was less than four percent, and even lower (less than one percent) for the four San Francisco Superdistricts as a group. As a result, the Planning Department estimates were assumed to be valid and were used in the analysis.⁸

Daily travel demand estimates were developed using the updated year 2015 land use database and the transportation network included in the year 2010 MTC travel demand forecasting model. Between 1990 and 2015, there would be an increase of 581,189 (15% increase) person trips per day (auto and transit) within San Francisco. Transit trips would increase by 22 percent, while auto trips would increase by 13 percent city-wide. The greatest increase for both auto and transit would be in Superdistrict 1, which includes the project site, and Superdistrict 3.

The proposed project is expected to be completed, occupied and the amount of new space attributed to the project absorbed by 2005. Therefore, the impacts of the project and contribution to cumulative transportation impacts would occur within the 1990 to 2015 context.

Regional Travel

The October 1989 Loma Prieta earthquake rendered many freeway sections and freeway ramps serving San Francisco inoperable. The closure and/or demolition of freeways affected accessibility to and from San Francisco, particularly the northeast quadrant of the City, the area generally north of Bryant Street and east of Van Ness Avenue. The primary freeway facilities that provided access to the east side of San Francisco include the Embarcadero Freeway (SR 480) and I-280. Both were severely damaged as a result of the earthquake and had to be closed immediately following the earthquake. A brief summary of the status of each freeway follows:

Embarcadero Freeway: Prior to the earthquake, the Embarcadero Freeway provided access to downtown San Francisco and the northeast waterfront via the Main/Beale, Washington/Clay and Broadway ramps. The closure of the freeway following the 1989 earthquake gave the City an opportunity to evaluate its role in serving the downtown street network and the I-80/U.S. 101 connections in relation to its location on the Bay shoreline. As a result, in 1990, the San Francisco Board of Supervisors passed a resolution endorsing the demolition of the Embarcadero Freeway and calling for the evaluation of alternatives to an elevated structure. The demolition of the Embarcadero Freeway and associated ramps resulted in a reduction in congestion at the ramp locations, but affected local traffic by dispersing regional traffic onto local streets. In particular, the Clay/Washington ramps to the Embarcadero Freeway were demolished, changing traffic patterns in the project area.

A joint *Environmental Impact Statement/Environmental Impact Report (EIS/EIR)* was prepared by the City, Caltrans and the Federal Highway Administration to analyze potential impacts of the alternatives to the former elevated Embarcadero Freeway. That EIS/EIR was expanded in 1994 to also include effects of demolition of the Terminal Separator Structure ramps that led to/from the Embarcadero Freeway and various City streets. A Draft EIS/EIR was published in August 1995; public hearings were held during the fall. A Final EIS/EIR was certified in 1996.

On January 29, 1996, the San Francisco Board of Supervisors selected one of the build alternatives (the DPT Variant of Alternative 5) as the preferred project alternative. The DPT Variant of Alternative 5 would realign and upgrade the existing surface roadway along The Embarcadero between Folsom Street and Broadway, providing three continuous traffic lanes in each direction during the A.M. and P.M. peak periods, with the curb lanes providing parking in off-peak periods. This alternative would modify the existing Fremont Street off-ramp from I-80 westbound to allow traffic direct access to Folsom Street. It would also provide additional off-ramp capacity from I-80 eastbound by widening the freeway's approach to the existing Fourth Street off-ramp.

I-280: The I-280 Freeway, which provides access between downtown San Francisco and the Peninsula and the southwestern areas of the City, was also damaged in the 1989 earthquake. The damage was not substantial enough to merit demolition, and Caltrans decided to seismically upgrade the facility. Phase I of the retrofit effort, which consisted of substantial closures of the

freeways and ramps, was completed in December 1995. Phase II retrofit effort did not involve any lane closures during peak periods and was completed at the end of 1997.

With the completion of the earthquake retrofit and the construction of an on-ramp and off-ramp at King Street near Fifth Street, combined with the reconstruction of The Embarcadero, access between I-280 and downtown and the waterfront has improved.

Local Streets

Following the Loma Prieta earthquake and subsequent closure and/or demolition of regional facilities, traffic volumes on some local streets increased, and some decreases occurred on streets, which served as access routes to/from demolished ramps.

Between 1990 and 2015, daily auto trips in San Francisco are anticipated to increase by 13 percent, and are anticipated to increase by 9 percent in Superdistrict 1. This would result in an increase in the number of vehicles using the regional freeway facilities to access and travel through San Francisco, as well as vehicles traveling on local streets. The projected increase in overall trips in the City would result in an increase in traffic on local streets in the future, as new freeways are not proposed to replace those demolished.

The vehicular traffic generated by the proposed project would be part of the cumulative increase in traffic on the regional facilities and local street network; however, project traffic would not contribute substantially to the cumulative conditions. The project traffic represents less than one percent of the total growth in P.M. peak-hour vehicular traffic between 1990 and 2015. The contribution of project-generated traffic to the regional bridges and freeways would be minimal, as the majority of the trips (approximately 56 percent office and 72 percent retail trips) would be from locations within San Francisco and would use local streets to access the project. The remaining 44 percent and 27 percent, respectively, of the project vehicle trips would be from outside San Francisco and would primarily use I-80 to access the local streets, as most of these trips would come from the East and South Bays. The proposed project would also contribute to the cumulative traffic conditions on local streets, including Folsom Street. The project trips, however, would not substantially affect the cumulative conditions of these facilities.

The duration of the P.M. peak period during which regional and local facilities are operating at capacity is expected to increase in the future. This extension or "spreading" of the P.M. peak period is expected to occur due both to overall growth in traffic and to no substantial change to the capacity of the regional and local roadway facilities. The proposed project traffic would be part of the increase in the P.M. peak-hour traffic volumes on regional and local facilities, and would contribute to the expected spreading of the peak. However, the project would not be a substantial contributor to the P.M. peak period spread.

Transit

Transit services in the year 2015 would be similar to those existing today, except that several planned transit projects are expected to be constructed by 2015. MUNI's planning objectives include meeting transit demand and accommodating future growth and transportation patterns, and it is anticipated that transit service will be adapted to meet the changing demands within the constraints of declining federal and State operating assistance. These objectives are consistent with the City's "Transit First" policy that indicates that the City has established transit as the preferred mode of transportation for satisfying growing travel demand.

Planned transit services to accommodate future demand include:

- The F-Market electric streetcar extension from Upper Castro to Fisherman's Wharf via Market Street and The Embarcadero. The segment between Upper Castro and Fremont Street is currently in service, and the segment on Market Street between Fremont Street and Steuart Street, and on The Embarcadero between Broadway and Fisherman's Wharf is under construction.
- BART Service on the Daly City line extended to the San Francisco International Airport, and decreased service headways from 3.75 minutes to 2.25 minutes. BART extensions to Pittsburg and Dublin in the East Bay, and the extension to Colma have recently been opened and those stations are in operation.
- CalTrain service increases in the number of trains.

Other transit service providers in San Francisco (the Airporter, Amtrak feeder buses, Gray Line, Golden Gate Bridge Highway and Transportation District (GGBHTD), SamTrans, AC Transit, and other private bus operators) are assumed to offer services similar to those provided today, with adjustments for duplication with planned projects noted above, and possible service increases in response to travel demand.

As identified in the Future Travel Demand discussion above, the number of persons using transit to access or leave San Francisco is expected to increase by approximately 22 percent between 1990 and 2015. This increase is greater than the increase in auto traffic and reflects the shift to transit due to increasing congestion in the Bay Area and improvements in transit services. The increase in the use of transit would be most substantial in Superdistrict 1 (25% increase) and Superdistrict 3 (39% increase).

The approximately 54 P.M. peak-hour transit trips generated by the proposed project would be part of the overall increase in transit trips identified above for Superdistrict 1, and would primarily affect local MUNI transit lines rather than regional transit service.

NOTES - Transportation/Circulation

¹ Information on transportation was based on the *631 Folsom Street Transportation Study* by Korve Engineering, May 13, 1998. This report is available for public review in file number 97.850E at the Planning Department, 1660 Mission Street, San Francisco.

² A parking turnover rate represents the number of vehicles, in a parking lot or garage, that occupies one parking space during the day (i.e., the number of times one parking space turns over throughout the day).

³ Notes on Bay Bridge Evening Queues, Department of Parking and Traffic, July 1996. These notes are available for public review in file number 97.850E at the City Planning Department, 1660 Mission Street, San Francisco.

⁴ San Francisco Planning Code, Section 161(c).

⁵ City and County of San Francisco, *Alternatives to Replacement of the Embarcadero Freeway and Terminal Separator Structure Final Environmental Impact Statement/Environmental Impact Report*, September 1996, (DCP Case No. 92.202E & 94.060E).

⁶ Korve Engineering, Inc., *Transbay Area Plan EIR Transportation Study*, Final Report, April 1998.

⁷ *Alternatives to the Replacement of the Embarcadero Freeway and the Terminal Separator Structure DEIS/DEIR*, 92.202E and 94.060E, published August 25, 1995.

⁸ Memorandum to file "Updated Future Land Use Data Sensitivity Analysis," April 24, 1994 conducted for the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR*.

C. AIR QUALITY

Air quality impacts from a project, such as the subject office building project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term

effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

The analysis in this section provides information that could be used to assess the project in relation to thresholds of significance recommended by the Bay Area Air Quality Management District's *BAAQMD CEQA Guidelines*. For regional air quality, a significant impact is defined as an increase in emissions of an ozone precursor or PM₁₀ exceeding the Bay Area Air Quality Management District's recommended thresholds of significance. The District considers an increase of 80 pounds per day for ozone precursors or PM₁₀ to represent a significant adverse impact.¹

The District also has a threshold of significance for carbon monoxide of 550 pounds per day. Exceeding this threshold is not in itself considered a significant impact, but would trigger the need for localized carbon monoxide modeling.

Construction Emissions

Construction activities such as demolition, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality. Construction activities would not involve burning of any materials and would not create objectionable odors. Grading and other construction activities would temporarily affect local air quality for a period of months, causing a temporary increase in particulate dust and other pollutants. Dust emission during excavation would increase particulate concentrations near the site. Under high winds, exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed largely of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment.

Operations Emissions

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project

site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

Local Impacts

On the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District has identified three criteria that would require the estimation of local carbon monoxide concentrations:

- Project vehicle emissions would exceed 550 pounds per day
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

The URBEMIS-7G computer program was applied to project daily trip generation under winter conditions to estimate total project-related carbon monoxide emissions. The resulting emission of 176 pounds/day of carbon monoxide from project-generated vehicles is below the BAAQMD threshold of significance of 550 pounds/day. Project traffic would, however, contribute to the traffic delays at the five intersections currently operating at LOS D, E or F.

Table 5, below shows predicted 1-hour and 8-hour averaged carbon monoxide concentrations at the five intersections that meet the BAAQMD criteria for modeling. Project traffic would increase concentrations by no more than 0.5 Parts Per Million (PPM) for either intersection. Concentrations are below the applicable state/federal standards, so project impacts on local carbon monoxide concentrations would be less-than-significant.

Regional Impacts

Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. To evaluate emissions associated with the project, the URBEMIS-7G computer program was employed.

Table 5
Existing and Projected Curbside Carbon Monoxide
Concentrations at Selected Intersections^a

Intersection	Without Project (1998)		With Project (1998)	
	1-Hour(ppm)	8-Hour(ppm)	1-Hour(ppm)	8-Hour(ppm)
Folsom/Second	10.9	7.4	11.3	7.7
Folsom/Third	11.8	8.1	12.3	8.4
Harrison/Second	11.1	7.5	11.2	7.7
Harrison/Fourth	12.3	8.4	12.1	8.7
Harrison/Essex	11.2	7.7	11.4	7.8
Most Stringent Standard	20.0	9.0	20.0	9.0

^a The one-hour State standard is 20 PPM, the one-hour federal standard is 35 PPM, and the eight-hour State and federal standards are 9 PPM. Calculations were made using a screening form of the Caline-4 computer model developed by the Bay Area Air Quality Management District (BAAQMD, *BAAQMD CEQA GUIDELINES*, 1996).

Source: Don Ballanti, Certified Consulting Meteorologist

The daily increases in regional emissions from auto travel is shown in Table 6 on the following page, for reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), carbon monoxide and PM₁₀ (particulate matter, 10 micron).

Guidelines for the evaluation of project impacts issued by the Bay Area Air Quality Management District consider emission increases to be significant if the project emissions exceed 80 lbs per day for regional pollutants (HC, NO_x, PM₁₀). Project emissions shown in Table 6 are below these criteria for these pollutants, so the proposed project would have a less-than-significant impact on regional air quality.

Notes - Air Quality

¹ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

Table 6
Project Regional Emissions in Pounds per Day^a

	Reactive Hydrocarbons	Nitrogen Oxides	Carbon Monoxide	PM-10
Project Daily Emission	15.0	18.9	176.0	5.5
BAAQMD Threshold	80.0	80.0	550.0	80.0

Estimates of regional emissions generated by project traffic were made using a program called URBEMIS-7G. Inputs to the URBEMIS-7G program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 MPH. The analysis assumed a year 1998 vehicle mix. The URBEMIS-7G runs assumed summertime conditions for ROG, NOX and PM₁₀. Wintertime conditions were assumed for URBEMIS-7G runs to calculate CO emissions.

Source: Don Ballanti, Certified Consulting Meteorologist.

D. GROWTH INDUCEMENT

A project would be considered growth inducing if its construction and use would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project entails construction of an office/retail building to provide office space and ancillary business services in the South of Market area of San Francisco. The addition of approximately 167,000 square feet of office space and approximately 3,000 square feet of retail space would increase the daily population on the project site by approximately 615 people.¹ While it can be expected that some of the jobs created on the site would represent a relocation of existing jobs from elsewhere in the City, it is assumed that many of these 615 people would represent net new employees which could be associated with a growth in housing demand. However, it is expected that most of the employees of the proposed project would be drawn from the existing labor pool, many who already have housing. Some of the employees would already be living in the City, and others would come from outside San Francisco and may seek housing within the City boundaries.

Those who continue to live in outlying areas and commute into the City would contribute to potential transportation and air quality impacts discussed above. The proposed project is not expected to result in growth-inducing impacts.

NOTES - Growth Inducement

¹ This estimate is based on one employee per 276 square feet for the proposed office use. The density applicable to the proposed retail use is 350 gross square feet per employee.

V. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architects and contractors and are thus proposed. Implementation of some measures may be the responsibility of other agencies. Each mitigation measure and its status are discussed below.

Several items are required by law that would serve to mitigate impacts; they are summarized here for informational purposes, and may appear below. These measures include: no use of mirrored glass on the building in order to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); implementation of geotechnical assessment and recommendation; and observance of State and Federal Occupational Safety and Health Administration requirements related to handling and disposal of hazardous materials.

State law requires that a reporting or monitoring program be adopted regarding mitigation measures that are made conditions of approval for any project that would otherwise have significant environmental impacts. As such, an alternative selected by the Planning Commission and proposed for approval will include a monitoring and/or reporting program to ensure compliance with all mitigation measures required as conditions of approval.

Measures not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. CULTURAL RESOURCES

- *● The project sponsor would retain the services of an archaeologist. Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she would consult with the ERO and they would jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavations, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual onsite as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbance activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program were/was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Major Environmental Analysis section of the Planning Department shall receive three copies of the final archaeological report.

B. CONSTRUCTION AIR QUALITY

- The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover debris, soils, sand, or other such material on trucks hauling these materials; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that nonpotable water be used for dust-control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the City Clean Water Program for this purpose.
- *● The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

C. TRANSPORTATION

- During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic (including transit) conflicts. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for construction or which later become known. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any nearby concurrent construction projects that are planned for construction or which later become known.
- The project contractor(s) would determine the location of an off-site parking facility for construction workers during the construction period.
- Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects. In-street utilities should

be installed at the same time as the street is used for construction of the project to minimize street disruption.

D. HAZARDS

- * • If excavation and removal of soils from the site would be required, the project sponsor shall contract with a qualified consulting firm (with California-licensed geotechnical engineers and hydrogeologists) to prepare a soils investigation report. As part of the study, the soils shall be tested for the presence of any hazardous contamination that might be found at the project site. In the event that any hazardous wastes are identified which exceed the City, State, and federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor shall implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP shall detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP shall also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated or excavated soils taken to a landfill, the consultant who prepared the SMP would certify that the site is clean and usable for the proposed project.

E. WATER

- Any groundwater encountered during construction of the project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.
- If the Bureau of Environmental Regulation and Management of the Department of Public Works finds that dewatering would be necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle in order to reduce the amount of sediment entering the storm drain/sewer lines.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and with sections 15040, 15081, and 15082 of the *CEQA Guidelines*, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter V.

This chapter is subject to final determination by the San Francisco Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

No significant project-specific impacts have been identified.

Projected development in downtown San Francisco would have a significant effect on the environment in that it would generate cumulative traffic increases as well as cumulative passenger loadings on MUNI, BART and other regional transit carriers. The cumulative transportation impacts could cause violations of the fine particulate matter standards (PM_{10}). The proposed project would contribute incrementally to these cumulative effects.

VII. ALTERNATIVES TO THE PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and, where an alternative has been considered by the project sponsor in development of the project, gives the sponsor's reasons for rejection of the alternative in favor of the proposed project. Regardless of the sponsor's reasons for rejection, the Planning Commission could approve an alternative instead of the project if the decision makers believe the alternative would be more appropriate for the project site.

Analysis of alternatives at different sites for private projects is not required except in very limited circumstances. Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative. This EIR does not include an alternate site alternative because William Wilson & Associates, the project sponsor, has no feasible alternative site available for the proposed project.

A. NO PROJECT ALTERNATIVE

DESCRIPTION

This alternative would entail no change to the project site. Under the No-Project Alternative, the existing parking lot at 631 Folsom Street would remain in its current condition and would continue providing parking to the public and to the Sheriff's Department on an interim basis. This alternative would not preclude development of all or part of the project site in the future, with larger or smaller development than the project as proposed.

IMPACTS

If this alternative were implemented, none of the impacts associated with the proposed project would occur. The environmental characteristics of this alternative would be generally as described in the Environmental Setting chapter of this report (see Chapter III and Appendix A, the Initial Study for a discussion of existing conditions). The displacement of the surface parking

lot currently on the site would not occur. In addition, there would be no increased parking demand or traffic congestion impacts associated with construction of the project.

SPONSOR'S REASONS FOR REJECTION

This alternative was rejected by the project sponsor because it would not satisfy the sponsor's objectives of constructing an office and retail building to serve the business community near the Financial District of San Francisco.

B. SMALLER OFFICE BUILDING ALTERNATIVE

DESCRIPTION

Under this alternative, a smaller, six-story building would be constructed at the 631 Folsom Street site. The building would have the same basic configuration as the proposed project, but less two stories. The building would provide a total of 134,000 square feet of office space compared to 167,000 square feet of the proposed office building. This alternative would also provide less parking than that provided in the proposed building, eliminating one of the two below-grade parking levels included in the proposed project. The parking provided would be consistent with the seven-percent parking limitation established in the *San Francisco Planning Code* (Section 204.5), and would not require any Code exceptions for parking.

IMPACTS

The potential impacts of the Smaller Office Building Alternative would be comparable to those of the proposed project, although somewhat reduced. The change in land use at the project site would be the same as the proposed project but at a lower density. The visual character of the site would noticeably be altered by this alternative, and the open space provisions would be similar to the proposed project. The six-story building would have fewer shadow effects than the project.

A smaller office building would result in a corresponding reduction in P.M. peak hour vehicle-trips and transit trips, and parking demand. The Smaller Office Building Alternative would generate approximately 47 vehicle-trips during the weekday P.M. peak hour, about 15 vehicle-trips fewer than the proposed project. This reduction in vehicle-trips would result in slightly lower vehicle delays, but no change in the Level of Service at the study intersections as compared to

the project. In addition, this alternative would generate approximately 32 fewer transit trips during the P.M. peak hour, which would result in less transit impacts compared to the project. The Smaller Office Building Alternative would generate a parking demand for about 130 parking spaces, or 42 fewer spaces as compared to the 172-space demand by the proposed project. This alternative, however, would provide approximately 25 parking spaces, which would result in a shortfall of 105 spaces (about 88 more than the proposed project shortfall of 17 spaces).

As with the project, this alternative would increase emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. Because this alternative would result in about 24 percent fewer vehicle trips than the project, it would result in about 24 percent fewer emissions. As with the project, this alternative would not exceed project significance thresholds determined by the Bay Area Air Quality Management District. Effects related to geology and hydrology and potential subsurface cultural resources would be less than those of the proposed project because excavation would be one level below grade compared to two levels for the project. Compared to the project, this alternative would result in a lower demand for public services and energy because of the fewer number of employees on the site.

The Smaller Office Building Alternative would have the same short-term, less-than-significant construction impacts as the proposed project.

SPONSOR'S REASONS FOR REJECTION

This alternative was rejected by the project sponsor because the smaller office space would not meet the sponsor's objectives. In order for the project to be successful, the project sponsor believes that it must be at the size and scale proposed in the project description (Chapter II).

VIII. EIR AUTHORS

EIR AUTHORS

Planning Department, City and County of San Francisco
1660 Mission Street
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Environmental Review Officer: Hillary E. Gitelman
EIR Coordinators: Irene Nishimura and Paul Maltzer

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Municipal Railway

James Lowe

Department of Parking and Traffic

Jerry Robbins, Planner

Others

Treadwell & Rollo

IX. APPENDICES

- A. Initial Study and EIR Requirement
- B. Draft EIR Distribution List
- C. Intersection Level of Service Designations
- D. San Francisco Air Pollutant Summary 1993-1996

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: May 30, 1998

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street - 5th Floor, San Francisco, CA 94103

Agency Contact Person: Irene Nishimura **Telephone:** (415) 558- 6358

Project Title: 97.850E: 631 Folsom Street

Project Sponsor: 633 Folsom Street Associates

Project Contact Person: Tom Sullivan

Telephone: (650) 341-5300

Project Address: 631 Folsom Street, south side between Hawthorne and Second Streets

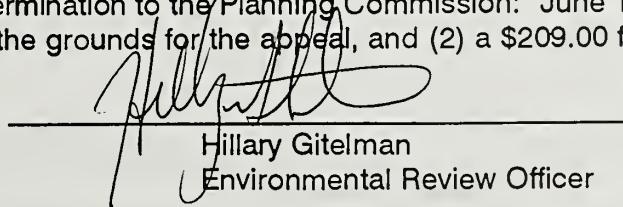
Assessor's Block and Lot: Block 3750, Lot 80

City and County: San Francisco

Project Description: The proposed project is new construction of an eight-story office building at 631 Folsom Street. The building would have approximately 241,600 square feet of floor area, including approximately 160,700 sq.ft. of office space, about 3,100 sq.ft. of ground floor retail space, about 58,000 sq.ft. below grade parking, about 11,800 sq.ft. mechanical space, plus an 8,000 sq.ft. mechanical penthouse. The project would also include two below-grade parking levels containing up to 155 spaces (valet parking) with access by way of a driveway and ramp off of Hawthorne Street between Folsom and Harrison Streets. The rectangular 34,375 square-foot lot currently contains surface parking with approximately 160 spaces, with ingress and egress on Folsom Street and on Hawthorne Street between Folsom Street and Harrison Street. The project site is within the C-3-S (Downtown Support) District and in a 200-S Height and Bulk District. The project requires approval under *Planning Code Section 309* (Permit Review in C-3 Districts) and authorization under *Planning Code Section 321* (Office Development: Annual Limit).

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the Planning Commission: June 19, 1998.
An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a \$209.00 filing fee.



Hillary Gitelman
Environmental Review Officer

**631 FOLSOM STREET
INITIAL STUDY
97.850E**

I. PROJECT DESCRIPTION

The proposed project would entail construction of an approximately 241,600 square-foot office building at 631 Folsom Street, on the south side between Hawthorne and Second Streets (Figure 1, page 3). The proposed pre-cast concrete and glass building would be about 104 feet high and would have eight stories of offices, about 11,800 square feet of mechanical space, plus an 8,000-square-foot mechanical penthouse (Figures 2, 3, 4, and 5, pages 4 to 7). The ground floor would have approximately 3,100 square feet of retail space fronting on Folsom Street. There would be a total of approximately 160,700 square feet of office space. Two below-grade parking levels would provide up to 155 valet parking spaces (about 58,000 sq.ft.). Access into and out of the garage would be provided via a driveway from Hawthorne Street, which would be at a 90 degree angle to the street. Except for an extended segment above the lobby entrance on Folsom Street, the proposed building would be set back about 16 feet from the property line, matching the setback of the adjacent existing building at 633 Folsom on the southeast corner of the Hawthorne/Folsom Streets intersection.¹ The pedestrian entrance would be at the northeast corner of the building, adjacent to the existing public open space in front of the Pacific Telephone building at 611 Folsom Street. The project would provide publicly accessible open space on the west portion of the site between the proposed project building and the 633 Folsom Street Building, which would extend over the below grade vehicle entrance/exit ramp to the project (see Figure 2, page 4). This public area would be landscaped with trees and arranged with outdoor seating, and shielded from potential winds by portable wind screens and landscaping.

The rectangular-shaped project site is 34,100 square feet in size and is situated on Assessor's Block 3750, Lot 80.² The project block is bounded by Folsom, Second, Harrison and Hawthorne Streets. The entire site is currently occupied by a surface parking lot of approximately 160 spaces. The Folsom Street frontage is about 125 feet wide and the depth of the lot is about 275 feet.

Project construction would take approximately 16 months. The project construction cost is estimated at \$15 million. The project sponsor is William Wilson & Associates, and the project architect is Gensler Architects.

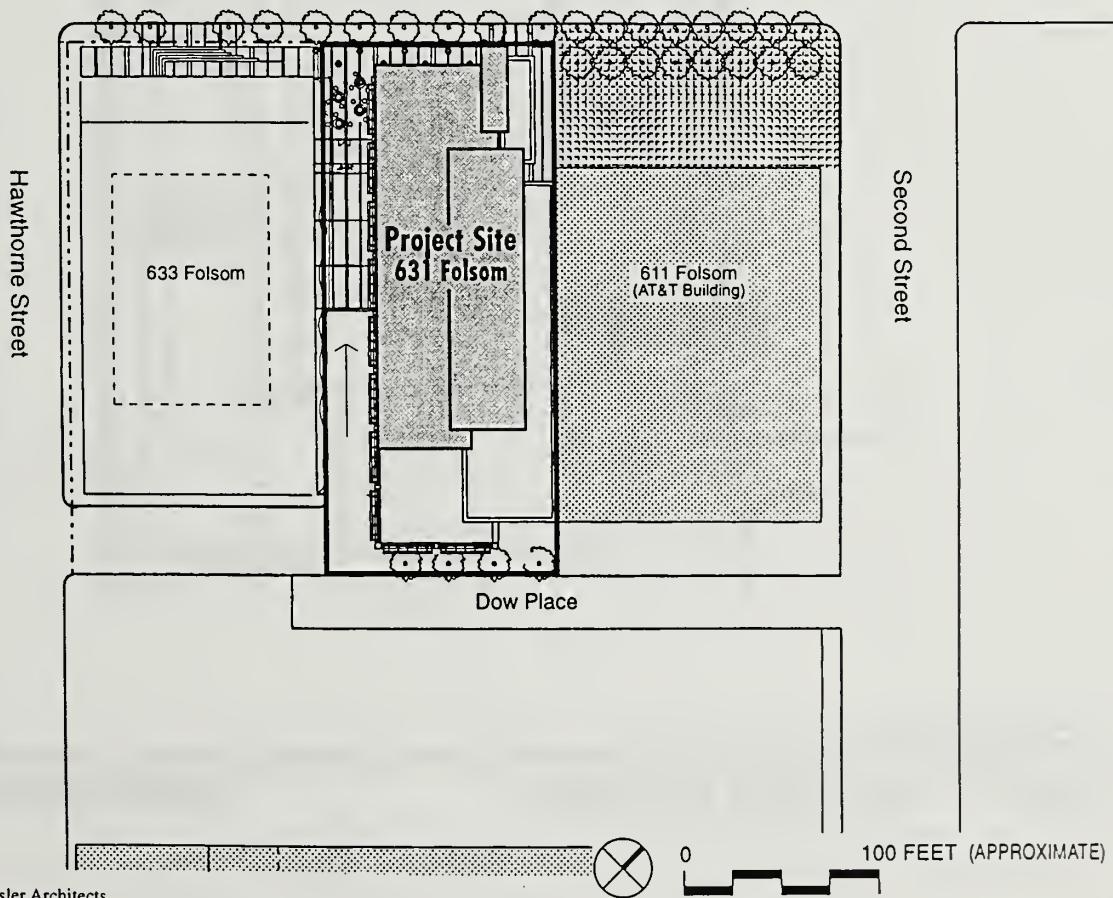
NOTES - Project Description

¹ Although Folsom Street runs in a northwest-southeast direction, for purposes of this document, it is assumed to run east-west, and all references to direction are reported accordingly.

² The site is subject to a future lot line adjustment as it currently includes a portion of the 633 Folsom Street property.

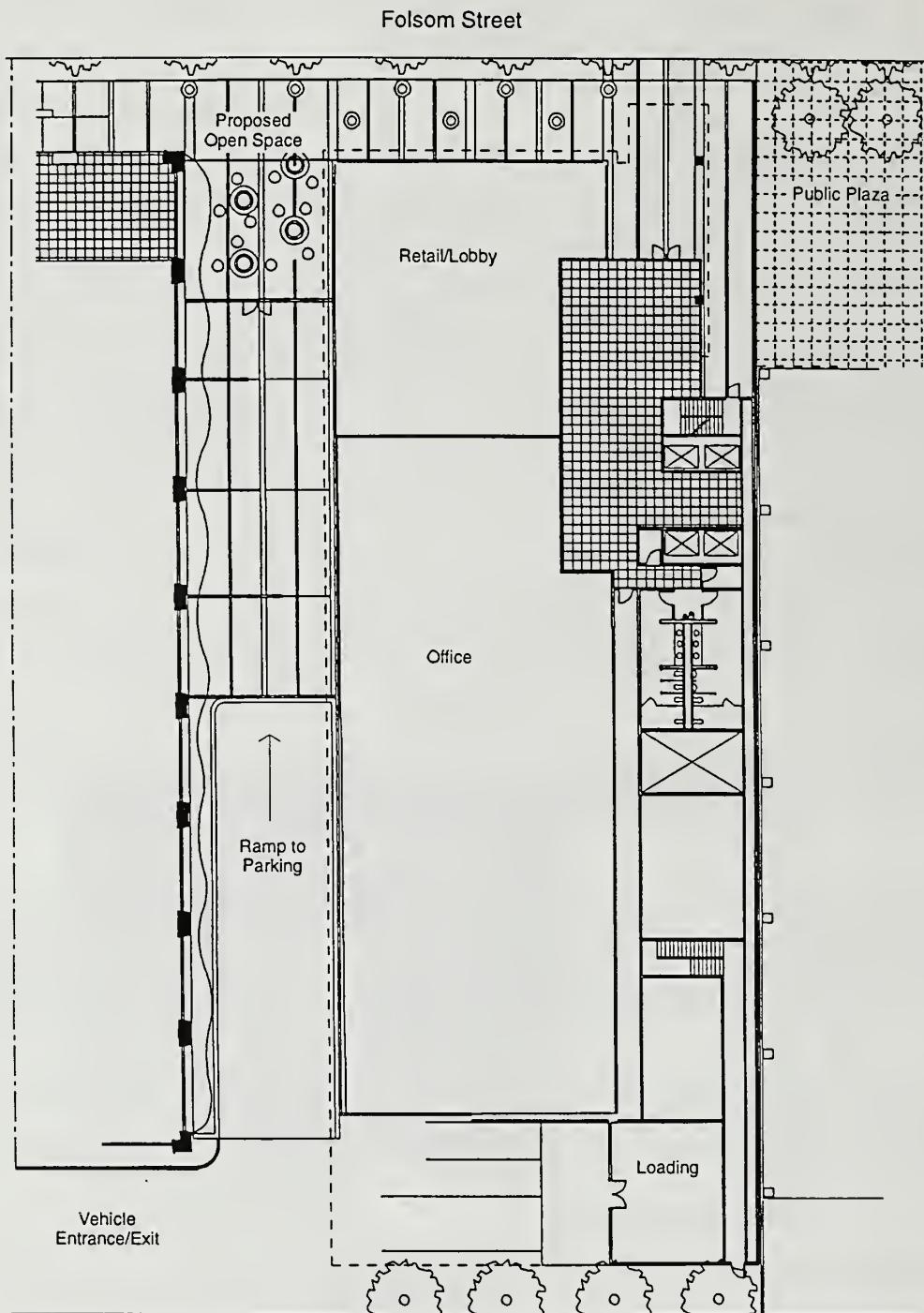


Folsom Street



Source: Dunc Associates, Gensler Architects.

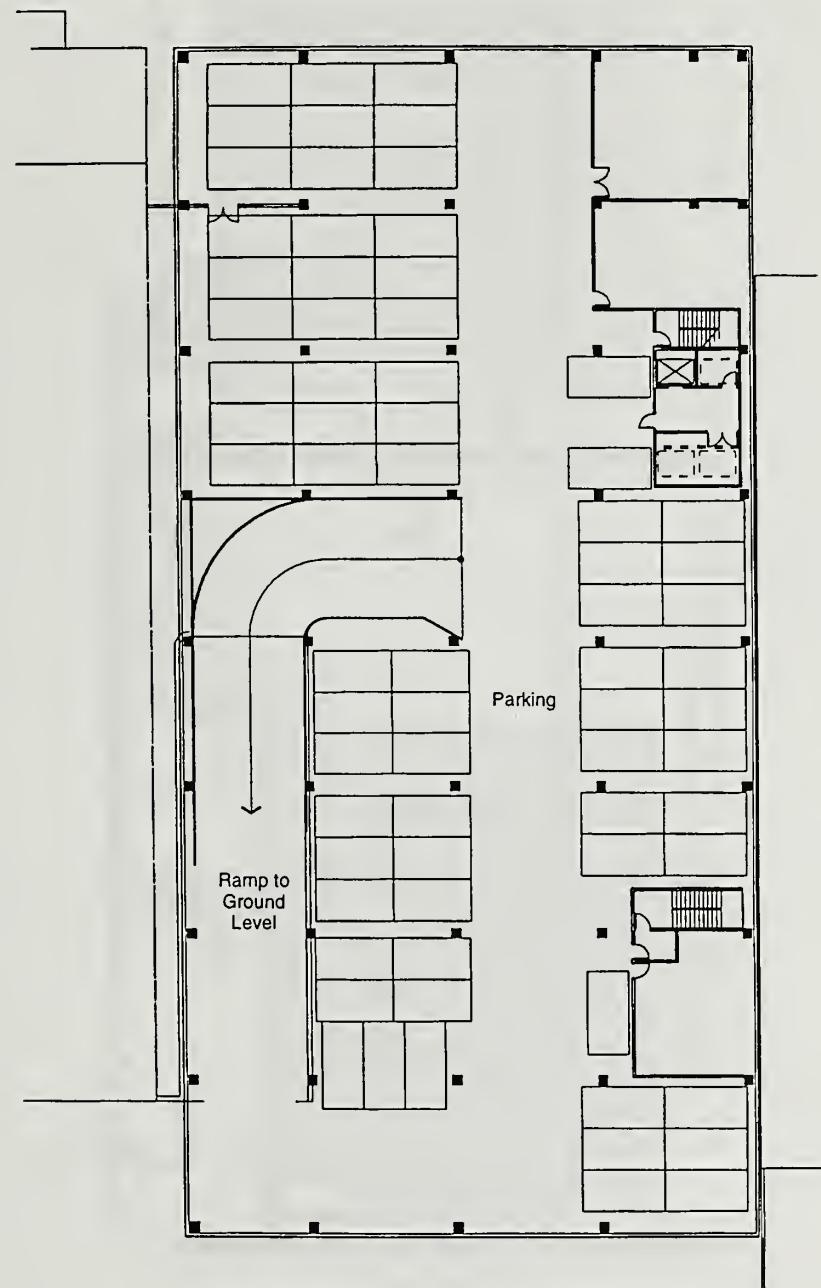
PROJECT LOCATION FIGURE 1



Source: Gensler Architects.

GROUND FLOOR PLAN FIGURE 2

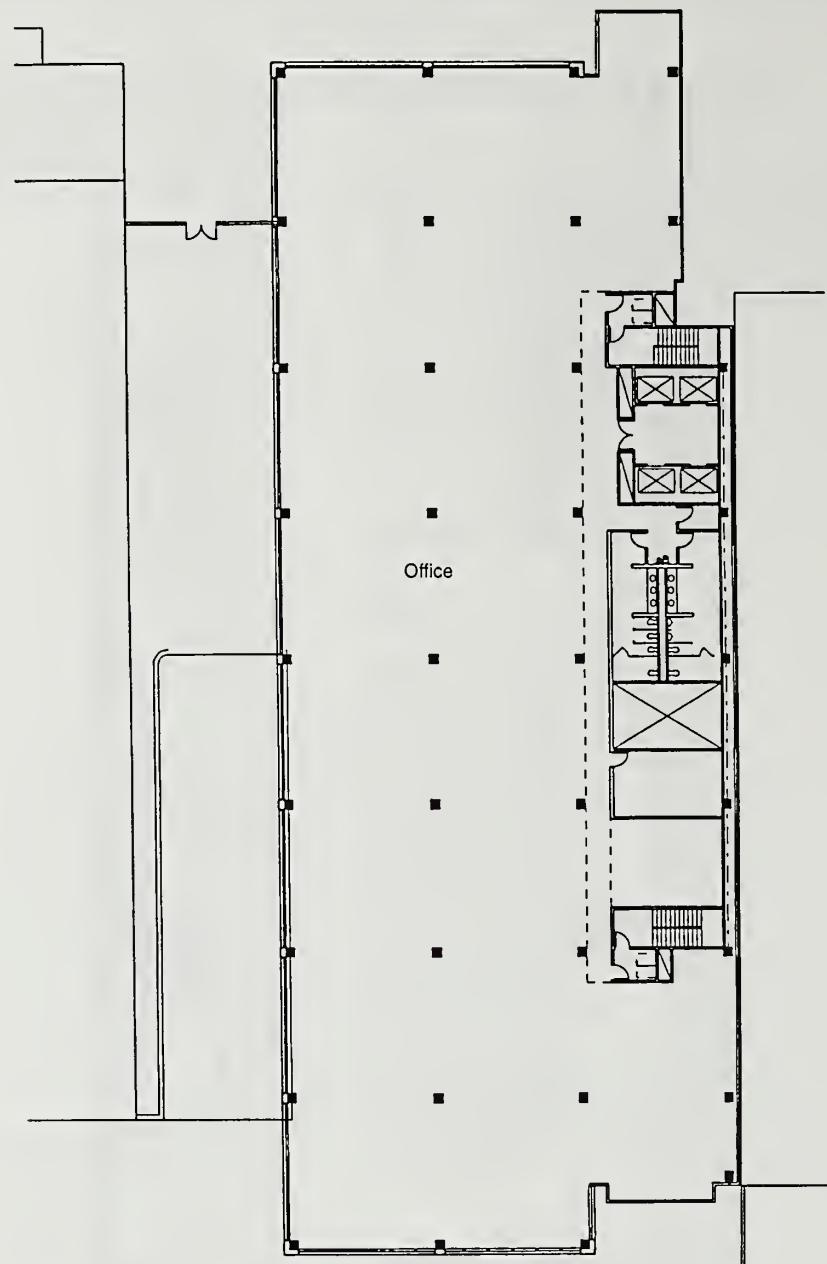
Folsom Street



Source: Gensler Architects.

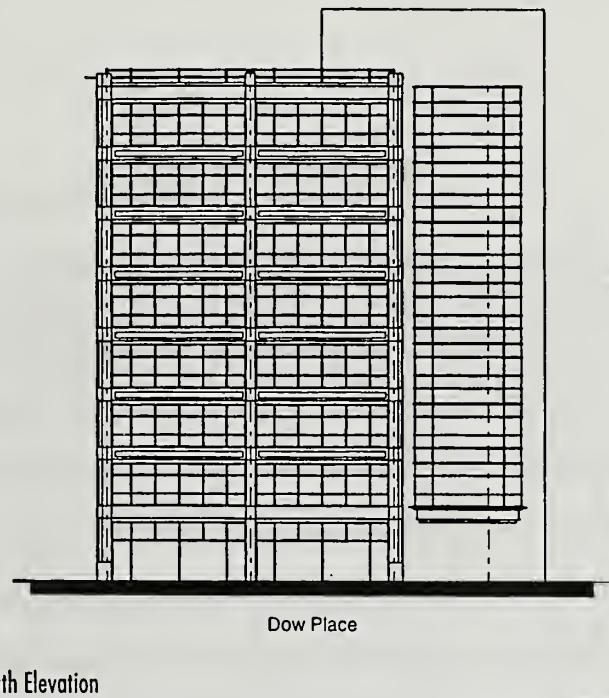
LOWER LEVEL PARKING PLAN FIGURE 3

Folsom Street

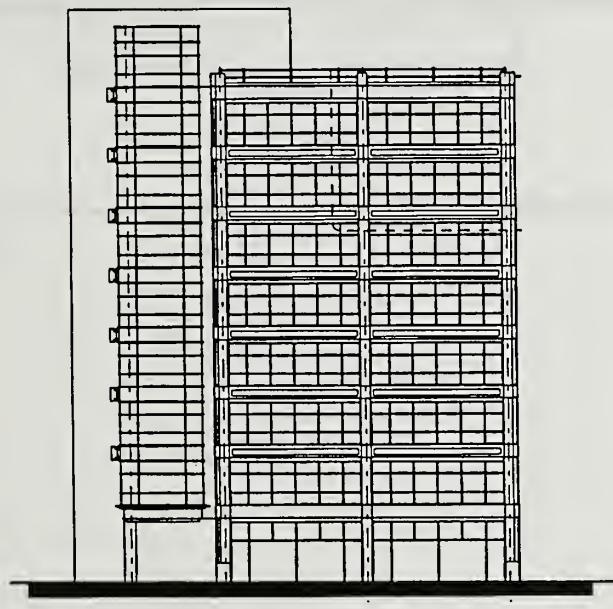


Source: Gensler Architects.

TYPICAL UPPER LEVEL FLOOR PLAN FIGURE 4



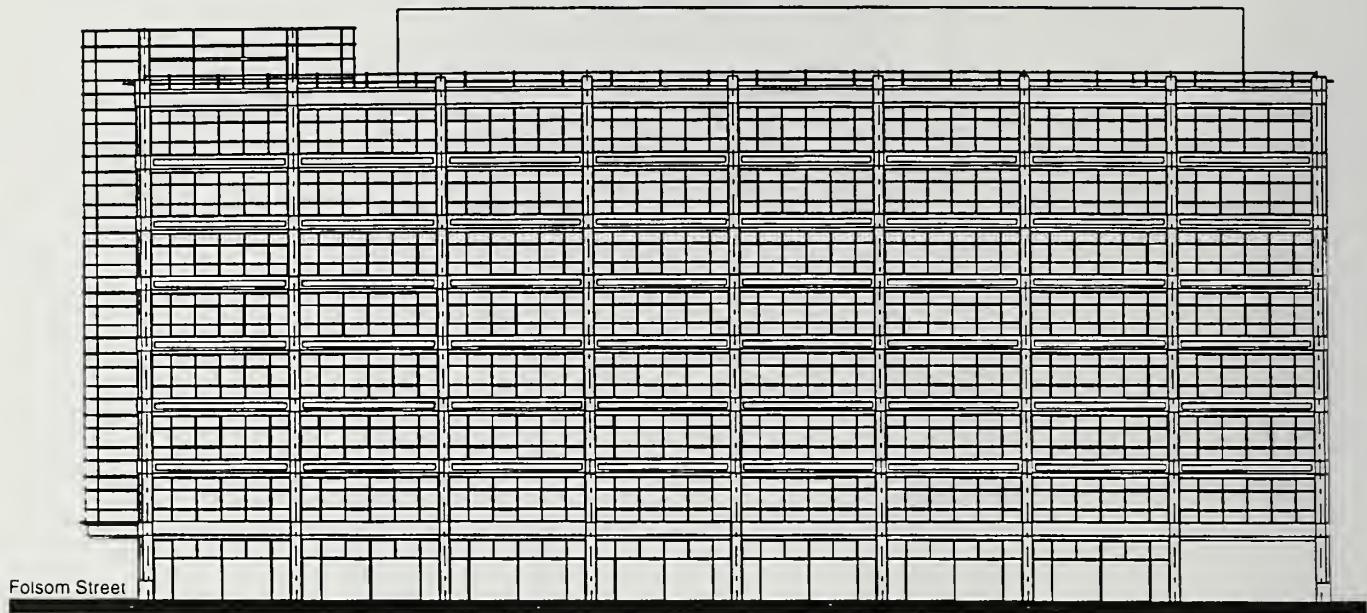
South Elevation



North Elevation

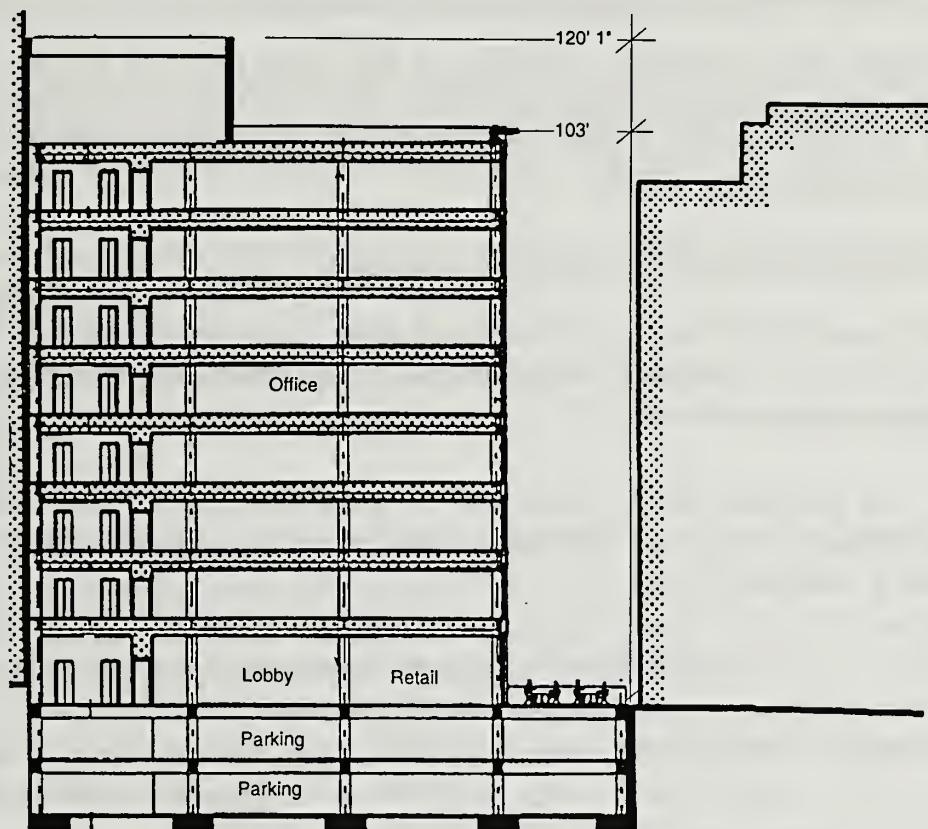
Source: Gensler Architects.

ELEVATIONS **FIGURE 5**



Source: Gensler Architects.

WEST ELEVATION FIGURE 6



Source: Gensler Architects

SECTION FIGURE 7

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 631 Folsom Street Project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). These potential effects include effects related to transportation issues and air quality.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

Land Use: The proposed project would convert a surface parking lot to office use, which would be compatible with uses on Folsom Street and in the project vicinity. For informational purposes, land use will be discussed in the EIR.

Urban Design: The proposed building would be of comparable or smaller scale, proportion, and massing to neighboring buildings, including the seven-story building at 633 Folsom Street immediately west of the project site and the 17-story Pacific Telephone Building at 611 Folsom Street immediately east of the project site. The building materials and design would be compatible with other buildings in the area. For informational purposes, urban design will be discussed in the EIR.

Glare: The project would not use mirrored glass. Exterior lighting would be directed or shielded to prevent glare on adjacent properties and streets.

Population: The project site is currently occupied by a parking lot, which would be displaced. Following project completion, it is estimated that a total of approximately 618 people would be employed on the site. While noticeable to immediately adjacent neighbors, this increase would not substantially increase the existing areawide population. The project would create a demand for about 56 housing units according to the Office of Affordable Housing Production Program formula, and would be subject to all applicable linkage fees for downtown office development.

Noise: After completion, building operation including project-related activities and project-related traffic would not perceptibly increase noise levels in the vicinity. Some increase in noise and vibration could be expected during construction. The project would be required to comply with the San Francisco Noise Ordinance during construction and regarding mechanical equipment operation noise after the project is occupied.

Air Quality and Wind: Construction activities could cause a temporary violation of ambient air quality standards in the site vicinity. A measure to mitigate potentially significant air quality impacts associated with

excavation and construction activities is included as part of the project. The project would not substantially increase or alter existing winds, and would not cause winds to exceed the hazard criterion.

Shadow: Shadow from the proposed project would not reach any property protected by Section 295 of the *Planning Code*. The proposed project would, however, shade portions of Folsom Street and sidewalks in the area. The new shading would not exceed levels commonly expected in urban areas.

Utilities/Public Service: The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the area.

Biology: The project site is entirely covered by impervious surfaces and is within an urban area which has been intensively developed since the late-nineteenth century. No rare or endangered plants or animals would be affected by the project.

Geology/Topography: A soils investigation was conducted on the project site. Detailed foundation and related structural design studies would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction of the project.

Water: The project site is entirely covered by impervious surfaces, and existing drainage conditions on the site would not be changed by the project.

Energy: The project would be constructed to comply with performance standards of Title 24 of the California Code of Regulations, regarding energy conservation.

Hazards: A Phase I Environmental Site Assessment (ESA) was conducted for the project site. The ESA concluded that there is no existing or previous condition on or in the vicinity of the project site that potentially pose an environmental threat to the project site, and no additional investigation is warranted.

Cultural Resources: The project area was a center of activity during the early and mid-1850's (the Gold Rush era of 1849 - 1857), and a number of wealthy professionals, merchants and businessmen lived in the project block. The topography was altered during the late 1860's and the 1870's when the area was graded and the fill was deposited in waters of Yerba Buena Cove and Mission Bay. There is reasonable possibility that subsurface cultural resources of significance associated with the Gold Rush and Late 19th Century periods may exist within the confines of the project site. The project sponsor has agreed to mitigation measures regarding potential archaeological resources. Cultural resources will not be discussed further in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	N/A	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the <i>Planning Code</i> or Zoning Map, if applicable.	—	X
2.* Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	—	X

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code. The project would require approval under Section 309 of the *Planning Code*, Permit Review in C-3 Districts, which governs the review of project authorization and building and site permit applications in C-3 districts. Under Section 309, the Planning Commission would evaluate the project's provision of Section 138 (Open Space), Section 139 (Downtown Park Fund), Section 146 (Shadows on Streets), Section 147 (Reduction of Shadows on Publicly Accessible Open Space), Section 148 (Ground Level Wind), Section 149 (Public Art), and Section 102.9(b)(16) (Gross Floor Area Exception for Replacement Short-term Parking). The project sponsor would also have to file an application for project authorization under Section 321 of the *Planning Code* for office development in a C-3 District, which would include consideration of Sections 165, 313 and 314 of the *Planning Code*.

The Planning Commission would hold a public hearing to consider the project application, and would adopt a motion approving, approving with conditions, or disapproving the project. If the project were to be approved by the Planning Commission, the project sponsor must obtain building and related permits from the Department of Building Inspection.

The project site is located in a C-3-S (Downtown Support) District in San Francisco and a 200-S Height and Bulk District. The C-3-S District accommodates, near the intensive downtown core area, important support functions such as wholesaling, printing, building services, secondary office space, and parking. It also contains housing resources and, in its eastern portion, which includes the proposed project site, serves, in part, as an expansion area for offices, at a lesser intensity than in the C-3-O (Downtown Office) District. The proposed project would comply with the zoning regulations for the site and would not require a zoning change.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to any approval actions being taken. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the Planning Commission is required to find that the project complies with the requirements of Section 101.1 of the *Planning Code* (Proposition M), including consistency with the General Plan. As described above, the project would require approval under Section 309 of the *Planning Code*, Permit Review in C-3 Districts; project authorization under Section 321 for office development; and building permits from the Department of Building Inspection. Approvals necessary for the project and the relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. <u>Land Use</u> - Could the project:			
a.* Disrupt or divide the physical arrangement of an established community?	—	X	X
b. Have any substantial impact upon the existing character of the vicinity?	—	X	X

The proposed project would add an eight-story office building to a mid-block parcel currently occupied by a surface parking lot. Because the project would be developed within the existing block and street configuration, it could not divide the physical arrangement of an established community.

The project site is on the north edge of a South of Market District neighborhood dominated by office buildings. The area to the immediate south and west of the project site is characterized more by a mixture of commercial uses housed in a wide variety of building types and sizes. Both sides of the block of Folsom Street in which the project site is located are occupied by office buildings ranging from 3 to 17 stories. Immediately west of the site is a seven-story cement and steel building temporarily occupied by municipal and superior courts for the City and County of San Francisco, as well as by other County offices. Immediately east of the project site is a 17-story steel building occupied by Pacific Bell and AT&T mechanical equipment facilities. Opposite the site on Folsom is a three-story brick building formerly occupied by Trinity Business College and currently vacant. This building is flanked on the west by a five-story building housing the U.S. Passport Agency and other offices, and on the east by a two-story printing plant and a four-story private office building.

South of the project site, uphill on the other side of Dow Place, are a surface parking lot, a vacant lot (fronting on Hawthorne Street), and two office buildings (fronting on Harrison Street). Other land uses in the vicinity of the project site include a restaurant, a ten-story office and retail complex, a bakery, an apartment building, a small electrical components factory, an electric repair shop, an ice cream shop, a knitwear factory, a printing factory, a cafe, surface parking lots, and other office buildings. Moscone

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Convention Center is one block west of the project site. Several large residential condominium buildings are a block west on Folsom Street opposite the convention center.

The proposed project would expand the dominant office land use surrounding the site. The development of an additional office building in the area would not be a significant effect because it would be in an area that is already intensively developed and primarily devoted to office use. The area is already well developed with support services and amenities for the office sector and would not require or generate substantial additional demand for new services or amenities. The proposed office use would be similar in character to other office buildings scattered throughout the C-3-S District, and would be generally compatible with the prevailing urbanized commercial/office character of the area. For informational purposes land use will be addressed in the EIR.

2. <u>Visual Quality</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Have a substantial, demonstrable negative aesthetic effect?	—	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	—	X	X

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of any proposed project. The current proposal is no exception, and although the project design is intended to complement neighboring buildings in terms of organization, scale, and materials, others may feel differently upon studying the design proposal. Due to these potential differences of opinion, significant adverse effects related to design are limited to those which could have "substantial" and "demonstrable" negative aesthetic effects.

In the case of the proposed project, no substantial or demonstrable aesthetic or urban design impact would occur. Design considerations are left to the decision makers who must decide whether to approve or disapprove the proposed project. During the decision making processes, more details about the final design proposal are typically available to the public and to decision makers than during environmental review. Aesthetic and design features of the project may, therefore, be more fully considered and commented on at that time. In the current case, the design of the project would be considered in the course of the Sections 309 and 321 review processes.

Scenic views currently available to the public in the vicinity of the project site are limited to the Folsom Street right-of-way which provides a view of Mt. Davidson, a 927-foot peak located about five miles southwest of the project site. Viewing east up Folsom Street from in front of the project site, one can see a portion of a Bay Bridge on-ramp used by AC Transit buses. The proposed project would not block any public or private scenic views; therefore, views will not be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project would comply with Planning Commission Resolution No. 9212 which prohibits the use of mirrored or reflective glass. The project would not use mirrored glass, would not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets. It could not, therefore, generate obtrusive light or glare substantially impacting other properties; hence, glare will not be discussed in the EIR.

3. <u>Population</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Induce substantial growth or concentration of population?	—	X	X
b.* Displace a large number of people (involving either housing or employment)?	—	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	X	X

The addition of approximately 160,700 sq.ft. of office space and about 3,100 sq.ft. of retail spaces would increase the daily population on the project site by approximately 590 people.¹ In comparison to the existing employee and resident densities in the area surrounding the project site of approximately 5,000 to 6,000 people, the addition of 590 daytime employees would represent a small fraction of the existing daytime area population, and would probably not be noticeable in the context of the existing intensive commercial activity of the area. Physical environmental effects of this increase in population on site will be addressed in the EIR by topic, primarily in the area of transportation.

The project would generate a demand for about 62 housing units in San Francisco according to the Office Affordable House Production Program (OAHPP) formula (net addition of gross square feet office space $[160,700] \times .000386 = 62$ housing units, per Section 313.5 of the *Planning Code*). The project would comply with the Office Affordable Housing Production Program, Section 313 of the *Planning Code*, requiring the provision of 62 units or payment of an in-lieu fee. The project would not create a substantial demand for additional housing in San Francisco, nor would the project reduce the housing supply. No housing would be displaced by the project.

The housing demand of around 62 units from the project's additional 170,000 square feet of office space would be too small to contribute significantly to the San Francisco or regional housing demand. Hence, population and housing will not be analyzed further in the EIR.

NOTES - Population

¹ The estimate is based on one office employee per 275 sq.ft. of office space, and one retail employee per 750 sq.ft. of retail space.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

4. <u>Transportation/Circulation</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u>X</u>	<u> </u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u> </u>	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u> </u>	<u>X</u>	<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u> </u>	<u>X</u>	<u>X</u>

Up to 155 valet parking spaces would be provided in the proposed project. The project would cause an increase in area traffic, transit, and parking demand. The EIR will discuss potential effects of the project related to traffic and circulation, transit, and parking. Potential traffic impacts during construction will also be discussed in the EIR.

5. <u>Noise</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Increase substantially the ambient noise levels for adjoining areas?	<u> </u>	<u>X</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<u> </u>	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	<u> </u>	<u>X</u>	<u> </u>

The proposed construction could generate noise and possibly vibration that may be considered an annoyance by occupants of nearby properties. However, due to the temporary and intermittent nature of construction noise, and the relatively high traffic noise levels already existing in the immediate area, it would not be significant. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Because project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the EIR.

The noise generated by occupancy of the proposed office building would be limited to vehicles arriving at and departing from the internal parking structure and loading zones, and would not be considered a

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

significant impact of the proposed project. Such noise would be virtually unnoticed within the urban context of the project area. Based on published scientific acoustic studies, to produce an increase in ambient noise levels noticeable to most people in the project area, the traffic volumes in the area would need to double, which would not occur with implementation of the proposed project. Hence, operational noise requires no further analysis and will not be discussed in the EIR.

6. <u>Air Quality/Climate</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	X	X
b.* Expose sensitive receptors to substantial pollutant concentrations?	—	X	X
c. Permeate its vicinity with objectionable odors?	—	X	—
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	X	X

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the number of vehicle trips (primarily automobiles) generated by the project which the District considers capable of producing air quality problems. The project would not exceed the number of trips (approximately 750 average daily vehicle trips) that would trigger the need for more extensive air quality analysis.¹ Therefore, no significant air quality impact would be generated by the proposed project; however, because of the project location, air quality will be addressed in the EIR.

Shadow - The proposed 631 Folsom Street building would fill in an existing gap between two office buildings on Folsom Street, erecting a 104-foot tall building along the frontage that would increase the amount of shadow on area streets and sidewalks at certain times of the day and year. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984 in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year around). Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review in Project File No. 97.850E at the Planning Department, 1660 Mission Street, San Francisco). The project, however, would shade some of the time, a portion of Folsom Street, the public open space between the project and 633 Folsom Street, the public plaza on the southwest corner of Folsom and Second Streets and sidewalks in the area. The new shadows created by the project would not exceed levels commonly expected in urban areas. Hence, the EIR will not discuss potential shadowing impacts of the project on sidewalks, publicly accessible open space on private property, and parks.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Wind - Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. The proposed project building would not cause wind levels to exceed the *Planning Code*-established comfort criteria.² Therefore, this topic will not be discussed in the EIR.

NOTES - Air Quality/Climate

¹ Don Ballanti, Certified Consulting Meteorologist, letter to During Associates, April 10, 1998. This letter is available for review in Project File No. 97.850E at the Planning Department, 1660 Mission Street, San Francisco.

² Don Ballanti, Certified Consulting Meteorologist, letter to During Associates April 10, 1998. This letter is available for review in Project File No. 97.850E at the Planning Department, 1660 Mission Street, San Francisco.

7. <u>Utilities/Public Services</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Breach published national, state or local standards relating to solid waste or litter control?	—	X	—
b.* Extend a sewer trunk line with capacity to serve new development?	—	X	—
c. Substantially increase demand for schools, recreation or other public facilities?	—	X	—
d. Require major expansion of power, water, or communications facilities?	—	X	X

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in this area. Hence, the proposed project's potential effect on utilities and other public services requires no further analysis and will not be discussed in the EIR.

8. <u>Biology</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	—	X	X
b.* Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	X	—
c. Require removal of substantial numbers of mature, scenic trees?	—	X	—

The project site is covered with impervious surfaces and is located within an urban area which has been developed since the late nineteenth century. No plant or animal could be affected by the project; therefore, no further analysis is required and this topic will not be included in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

9. <u>Geology/Topography</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	—	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	—	X	—

The project site is approximately 40 feet above Mean Sea Level and is relatively level. The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element).

Based on regional geologic and seismic studies that include the project site and logs of test borings drilled for the buildings on either side of the proposed project site, it is probable that the site is underlain by 5 to 10 feet of fill.¹ The fill is primarily sand and silt, but may also contain brick, wood, concrete, and other debris. Below the fill is bedrock of the Franciscan Formation, consisting of interbedded shale and sandstone that is highly sheared and fractured. Groundwater was encountered about 10 to 15 feet below the site surface during the construction of the adjacent 611 Folsom Street Building.²

Construction of two below-grade parking levels for the proposed project would require excavation of most of the site up to a depth of about 30 feet. Up to 32,000 cubic yards would be removed. Because the site is level and most or all of the soil cover would be removed during basement excavation, there is a low probability that the project site would be affected by soil liquefaction, settlement, lateral movement, or landsliding.³ It is anticipated that the proposed building would be supported on a shallow foundation system (footings or a mat) and that the basement excavation would be shored by either soldier pile and timber lagging with tiebacks, soil nailing/rock bolting, or a combination of the two. Underpinning of adjacent buildings may be required if proposed excavation extends below the foundations of the neighboring buildings.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through DBI review of the building permit applications pursuant to its implementation of the Building Code, and no further analysis of geology and seismicity is required in the EIR.

NOTES - Geology/Topography

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

¹ Treadwell & Rollo, Inc. letter to During Associates, February 2, 1998. This letter is available for public review in Project File No. 97.850E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

² Ibid

³ Ibid.

10. <u>Water</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Substantially degrade water quality, or contaminate a public water supply?	—	X	X
b.* Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	X	X
c.* Cause substantial flooding, erosion or siltation?	—	X	—

As noted above, the depth to groundwater is presumed to be approximately 10 to 15 feet below the site surface and may be less during years of exceptionally high precipitation. Site dewatering could be required during excavation if construction activity occurs during a wet time of year. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge.

The project site is currently covered by impervious surfaces. The project would improve the drainage patterns of the site. Site runoff would continue to drain into the City's combined sanitary and storm drainage system. The project could improve water quality because the surface parking on the current site would be eliminated. Hence, no further analysis of hydrology and water quality is required in the EIR.

11. <u>Energy/Natural Resources</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	X	—

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection; and thus, no further analysis of energy is required in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Since there would be no substantial effect on energy from the project, energy impacts will not be analyzed in the EIR.

12. <u>Hazards</u> - Could the project:	Yes	No	Discussed
a.* Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.* Interfere with emergency response plans or emergency evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a potentially substantial fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

hazards

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by Levine-Fricke-Recon in March 1998 (a copy of this report is available for review in Project File No. 97.850E at the Planning Department, 1660 Mission Street, San Francisco).¹ The ESA examined the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous substances that could have affected the quality of soils or groundwater, and evaluated the potential presence of chemically-affected soil on the project site. As early as 1879, the project site was occupied by the Wells Fargo & Co. garage and stables where hay, feed, and supplies were stored. Residential homes surrounded the site. In the mid-1900s the site was occupied by the Railway Express Agency Inc. garage and shop. No hazardous materials environmental conditions were observed on the site during a field inspection, and the Phase I study concluded that additional investigation is not warranted.

fire safety

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The final building plans for any new or modified office building project is reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection) in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process. Therefore, hazards and fire safety require no further analysis and will not be discussed in the EIR.

NOTES - Hazards

¹ The ESA was conducted on the project site and the seven-story building adjacent to the site at 633 Folsom Street. That building site is not part of the currently proposed project. The hazards analysis presented in this Initial Study is based on the portions of the ESA report relevant to the proposed project site.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

13. <u>Cultural</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	<u> </u>	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	<u> </u>	<u>X</u>	<u>X</u>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the <i>Planning Code</i> ?	<u> </u>	<u>X</u>	<u>X</u>

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.¹ In its natural state, the project site was situated on one of the many undulating sand hills that characterized most of San Francisco's original topography. These site hills were probably covered with the same varieties of vegetation found throughout most of the northern San Francisco peninsula, mainly grasses, scrub brush, and occasional stands of willows and oak trees. Elevations of the site ranged between approximately 60 and 90 feet above mean sea level. The original shoreline of San Francisco Bay was located approximately 650-850 feet east of the project site, near the present-day intersection of Folsom and Fremont Streets.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The marshes of Mission Bay and the shoreline of Yerba Buena Cove were situated in proximity to the project site. Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area, within a half-mile radius of the project site. An assessment of the characteristics of these archaeological sites and their proximity to the shoreline of Yerba Buena Cove and the marshes bordering Mission Bay suggests that similar prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits may exist within or adjacent to the proposed project site.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish, Mexican Periods or Early American eras (1776-1848). The Mission Dolores and the Presidio, the principal centers of activity, were located at a considerable distance from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) did not encroach upon the project site. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

The first settlement and development of the South of Market area in which the project site is located began during the Gold Rush era (1849 -1857). After serving as a jumping-off point for prospectors waiting to travel to the Sierra gold fields, the area was initially developed with dozens of iron foundries and heavy

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

machinery manufacturers. The first known development on the project site itself occurred around 1847 when Henry W. Halleck developed a large and elaborate three-story wood frame residence on the site, fronting on Folsom Street. Halleck was among San Francisco's most prominent and respected citizens. Closely involved in the formulation of California's State Constitution, General Halleck was best known as President Lincoln's General-in-Chief of the Union Army during the Civil War until he was relieved in 1864 by General Ulysses S. Grant.

During the early and mid-1850s the development of the South of Market area galloped ahead. Second Street along the eastern boundary of the block in which the project site is located became home to some of the City's leading citizens. The Folsom Street, Hawthorne Street, and Harrison Street frontages of the project block also were developed with the residences of wealthy professionals, merchants, and businessmen. William Ingraham Kip, the Right Reverend Episcopal Bishop of California, and William M. Gwin, a United States senator, were among the influential residents of the project block.

During the later 19th Century Period (1858-1906), the topography in the South of Market area was drastically altered, with all of the region's great sand hills systematically reduced over a period of about 20 years. The material excavated from the hillsides was used to fill in the waters of Yerba Buena Cove and Mission Bay, extending the City's shoreline eastward by up to 1,000 feet. The alteration of topography included the infamous Second Street cut of 1869, which reduced the eastern portion of the project block by about 30 feet and caused Bishop Kip's residence to collapse into the street. Closer to Hawthorne Street, the ground level was reduced by less than 8 feet. Any early historic and/or Gold Rush era cultural materials that might have once existed within the eastern half of the project block were most likely removed during grading associated with the Second Street cut. However, buried cultural artifacts could remain in the western portion of the project block.

By the 1880s, nearly all of the elegant two- and three-story buildings that had been situated on the project block prior to the Second Street cut were gone, including the residences of General Halleck, Bishop Kip, and Senator Gwin. In their place were one- and two-story frame structures containing multi-family residences and boarding houses.

The buildings on the project site were consumed by fire in the great 1906 earthquake. Although some portions of the City were rebuilt with amazing rapidity, rebuilding on the project site and block was very slow to occur. By 1913, only a few buildings were known to exist on the project block, including two large commercial buildings on Folsom Street and a metal workshop on Second Street near Harrison Street. However, by the early 1930s, the project site and environs had been developed with the essential land use mix and architectural characteristics that typify the current neighborhood.

In summary, while there is a potential for encountering prehistoric/protohistoric archaeological resources at the site, no concrete evidence of such cultural materials was discovered in the cultural resources

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

evaluation of the project. There is little likelihood of recovering cultural resources from the Spanish, Mexican or Early American periods (1775-1848). However, there is reasonable possibility that subsurface cultural resources of significance associated with the Gold Rush and Late 19th Century periods may exist within the confines of the project site.

Construction of two below-grade parking levels of the proposed project would require excavation of most of the site down to a depth of about 30 feet. Up to 32,000 cubic yards would be removed. The importance of any uncovered artifacts would be determined on a case-by-case basis. With implementation of mitigation measure 3 in this report, the project's potential impact on subsurface cultural resources would be reduced to a level of insignificance. Archaeological resources, therefore, require no further analysis and will not be included in the EIR.

The proposed project's potential to affect historic and architectural resources of significance would be limited to its potential effect on adjacent properties. Buildings in the immediate vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. No building adjacent to the project site was listed in the 1976 Citywide Architectural Survey. Further, no building adjacent to nor near the project site is designated as a City landmark, listed on the National Register of Historic Places, or subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts) of the Planning Code. Hence, no further analysis of historic architectural resources will be included in the EIR.

Since the project area does not have an established recreational, educational, religious or scientific use, the proposed project would not conflict with these uses. Hence, no further analysis of cultural resources will be discussed in the EIR.

NOTES - Cultural

¹ Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed 631 Folsom Street Project, San Francisco, California*, March 1998. This report is available for public review in Project File No. 97.850E at the Planning Department, 1660 Mission Street, San Francisco, CA.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
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Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?

—	X	X
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As discussed above, in addition to building permits from the Department of Building Inspection, the proposed project would require approval under Section 309 of the *Planning Code*, Permit Review in C-3 Districts and project authorization under Section 321 for office development from the Planning Commission. Prior to authorizing the proposed project, the Planning Commission is required to find that the proposed project is consistent with the Priority Policies listed in Section 101.1 of the *Planning Code* (Proposition M).

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT:

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
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1. Could the project have significant effects if mitigation measures are not included in the project? X — — —
2. Are all mitigation measures necessary to eliminate significant effects included in the project? — X — X

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also include other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

The project sponsor has agreed to implement the following:

1. Construction Air Quality: The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.
2. Potential presence of contaminated soils: If excavation and removal of soils from the site would be required, the project sponsor would contract with a qualified consulting firm (with registered geotechnical engineers and hydrogeologists) to prepare a soils investigation report. As part of the study, the soils would be tested for the presence of any hazardous contamination that might be found at the project site. In the event that any hazardous wastes are identified which exceed the City, State, and federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor would implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP would detail the specific

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been cleaned up or its contaminated soil removed, the consultant who prepared the SMP would certify that the site is clean and usable for the proposed project.

3. Cultural Resources: The project sponsor would retain the services of an archaeologist. Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she would consult with the ERO and they would jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual onsite as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbance activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Major Environmental Analysis Section of the Planning Department shall receive three copies of the final archaeological report.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, alternatives analyzed will include the following:

1. A No Project Alternative in which the site would remain in its existing condition.
2. A Smaller Building Alternative in which a six-story office building of approximately 75,000 square feet would be developed with parking up to seven percent of the total gross floor area of the building.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1.* Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	—	X	—
2.* Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	X	—
3.* Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	—	X

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

4.* Would the project cause substantial adverse effects on human beings, either directly or indirectly? X

The project would add approximately 170,000 square feet of office space, and would have transportation and related impacts that could be potentially significant. The EIR will consider and evaluate these issues and impacts.

G. ON THE BASIS OF THIS INITIAL STUDY

 I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

 I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



HILLARY E. GITELMAN
Environmental Review Officer
for
Gerald G. Green
Director of Planning

Date:

MAY 30, 1998

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

APPENDIX B: DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

Northwest Information Center
California Archaeological Inventory
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928
Attn: Christian Gerike

California Department of
Transportation
P.O. Box 23660
Oakland, CA 94623-0660
Attn: Gary Adams

State Office of Intergovernmental
Management (10)
State Clearinghouse
1400 - Tenth Street
Sacramento, CA 95814

REGIONAL AGENCIES

Association of Bay Area Governments
101 8th Street
Oakland, CA 94607
Attn: Jean Pederson

Craig Goldblatt
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Thomas E. Margro, General Manager
Bay Area Rapid Transit District
800 Madison St.
Oakland, CA 94607

Bay Area Air Quality Management
District
939 Ellis Street
San Francisco, CA 94109
Attn: Joseph Steinberger

Regional Water Quality Control Board
2101 Webster St.
Oakland, CA 94612
Attn: Steven Hill

CITY AND COUNTY OF SAN FRANCISCO

San Francisco City Planning Commission
1660 Mission Street
San Francisco, CA 94103
Attn: Linda Avery, Secretary
Hector Chinchilla, Vice President
Dennis J. Antenore
Richard Hills
Anita Theoharis
Beverly Mills
Lawrence B. Martin
Cynthia Joe

Mayor's Office of Community Development
 25 Van Ness Avenue
 Suite 700
 San Francisco, CA 94102
Attn: Pamela David, Director

Mayor's Office of Housing
 25 Van Ness Avenue
 Suite 600
 San Francisco, CA 94102
Attn: Marcia Rosen

Department of Building Inspection
 1660 Mission Street
 San Francisco, CA 94103
Attn: Frank Chiu, Director

Police Department, Planning Division
 Hall of Justice
 850 Bryant Street
 San Francisco, CA 94103
Attn: Lt. James Molinari

San Francisco Fire Department
 Division of Planning & Research
 260 Golden Gate Avenue
 San Francisco, CA 94102
Attn: Howard L. Slater

San Francisco Municipal Railway
 MUNI Planning Division
 949 Presidio Avenue, Room 204
 San Francisco, CA 94115
Attn: Peter Straus

Water Department, Distribution Division
 425 Mason Street
 San Francisco, CA 94102
Attn: Hans Bruno, Assistant Manager

San Francisco Department of Public Works
 Division of Streets and Mapping
 875 Stevenson Street, Room 465
 San Francisco, CA 94103
Attn: Kris Kilgore

Division of General Engineering Services
 30 Van Ness Avenue, 5th Floor
 San Francisco, CA 94102
Attn: Margaret Divine

Bureau of Energy Conservation
 Hetch Hetchy Water & Power
 1155 Market Street, 4th Floor
 San Francisco, CA 94103
Attn: John Deakin, Director

San Francisco Dept. of Parking & Traffic
 Traffic Engineering Division
 25 Van Ness Avenue
 San Francisco, CA 94102
Attn: Bond Yee

Public Utilities Commission
 1155 Market Street
 San Francisco, CA 94102
Attn: Anson B. Moran, General Manager

Denise Brady
 San Francisco Dept. of Public Works
 Bureau of Street Use and Mapping
 875 Stevenson St., Room 465
 San Francisco, CA 94103

Thomas Rivard
 Dept. of Public Health
 Bureau of Environmental Health
 Management
 201 Grove Street
 San Francisco, CA 94102

Sue Lee, Director
 Mayor's Office of Economic Development
 401 Van Ness Avenue, #339
 San Francisco, CA 94102

Nelson Wong
 San Francisco Department of Public Works
 Bureau of Engineering
 1680 Mission Street
 San Francisco, CA 94103

Del Anderson, Chancellor
 San Francisco Community College District
 33 Gough Street
 San Francisco, CA 94103

Amy Neches, Senior Project Manager
 San Francisco Redevelopment Agency
 770 Golden Gate Ave.
 San Francisco, CA 94102

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Associated Press
 1390 Market Street, Suite 318
 San Francisco, CA 94102
Attn: Bill Shiffman

Leland S. Meyerzone
 KPOO - FM
 P.O. Box 6149
 San Francisco, CA 94101

San Francisco Bay Guardian
 2700 - Nineteenth Street
 San Francisco, CA 94110
Attn: Patrick Douglas, City Editor

San Francisco Business Times
 275 Battery Street
 Suite 940
 San Francisco, CA 94111
Attn: Tim Turner

San Francisco Chronicle
 925 Mission Street
 San Francisco, CA 94103
Attn: Elliot Diringer

San Francisco Examiner
 P.O. Box 7260
 San Francisco, CA 94120
Attn: Gerald Adams

The Sun Reporter
 1366 Turk Street
 San Francisco, CA 94115

Tenderloin Times
 146 Leavenworth Street
 San Francisco, CA 94102
Attn: Rob Waters

San Francisco Independent
 1201 Evans Avenue
 San Francisco, CA 94124

LIBRARIES

Stanford University Libraries
 Jonsson Library of Government
 Documents
 State & Local Documents Division
 Stanford, CA 94305

Government Publications Department
 San Francisco State University
 1630 Holloway Avenue
 San Francisco, CA 94132

Hastings College of the Law - Library
 200 McAllister Street
 San Francisco, CA 94102-4978

Institute of Government Studies
 109 Moses Hall
 University of California
 Berkeley, CA 94720

Government Documents
 Kate Wingerson
 (2 copies: 1 to Potrero Branch)
 City Library - Civic Center
 100 Larkin Street
 San Francisco, CA 94102

PROJECT SPONSOR

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 631 Folsom Street L.P.
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Sandy Family Trust
1349 Larkin St.
San Francisco, CA 94109-4717

Edward Conner et al
27 Maiden Ln. #250
San Francisco, CA 94108-5415

Hawthorne Plaza Ltd.
75 Hawthorne St.
San Francisco, CA 94105-3919

Pac Tel & Tel Co
130 Kearny St., #3501
San Francisco, CA 94105

Newbridge Associates Partners
216 Park Road
Burlingame, CA 94010-4206

Venystate Inc.
P.O. Box 668
San Bruno, CA 94104-3402

633 Folsom Associates LLC
220 Montgomery St., 20th Flr.
San Francisco, CA 94104-3402

ATT Global Real Estate
4410 Rosewood Dr., #1430
Pleasanton, CA 94588

Sandy Family Trust
2760 Green St.
San Francisco, CA 94123-4609

Herbert McLaughlin et al
27 Maiden Ln. #250
San Francisco, CA 94108-5415

Luke Chan et al
1674 14th Ave.
San Francisco, CA 94122-3569

Mr. and Mrs. Fillmore Marks
44 Montgomery St. #1500
San Francisco, CA 94104-4702

Deas Family Ltd Partnership
126 Mill St.
Healdsburg, CA 95448-4438

Maxwell Myers et al
658 Howard St.
San Francisco, CA 94105-3916

St. Francis Place Ltd Partnership
101 Lincoln Centre Dr.
Foster City, CA 94404-1130

B. DRAFT EIR NOTIFICATION DISTRIBUTION LIST

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130 Sutter Street
San Francisco, CA 94104
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Artists Equity Assn.
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 Westport, Conn 06881-9900
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 564 Howard Street
 San Francisco, CA 94105

Maxwell & Associates
 1522 Grand View Drive
 Berkeley, CA 94705
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 950 Battery
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 3652 Sacramento Street
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 710 One Embarcadero Center
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 222 Vallejo Street
 San Francisco, CA 94111
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 Robert Meyers Associates
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Pacific Stock Exchange
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San Francisco, CA 94104
Attn: Dale Carlson

Page & Turnbull
724 Pine Street
San Francisco, CA 94109

Perini Corporation
75 Broadway
San Francisco, CA 94111
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Pillsbury, Madison & Sutro
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725 Filbert Street
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Four Embarcadero, Suite 2600
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APPENDIX C: INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Conditions at signalized intersections have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. This methodology uses the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table C-1 (page C.2) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table C-2 (page C.3) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

TABLE C-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	Minimal Delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	Tolerable Delays: Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	Significant Delays: Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	Excessive Delays: Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE C-2
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON V/C

Level of Service	Volume to Capacity (V/C) Ratio	Typical Traffic Condition
A	< 0.60	Uncongested operations; all queues clear in a single signal cycle.
B	0.60 - 0.69	Very light congestion; an occasional approach phase is fully utilized.
C	0.70 - 0.79	Light congestion; occasional backups on critical approaches.
D	0.80 - 0.89	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.
E	0.90 - 0.99	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).
F	≥ 1.00	Total breakdown, stop-and-go operation.

APPENDIX D: SAN FRANCISCO AIR POLLUTANT SUMMARY, 1993-1996

<u>Pollutant</u>	<u>Standard</u>	<u>Monitoring Data by Year</u> ¹			
		<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
<u>Ozone</u>					
Highest 1-hr average, ppm ²	0.09 ³	0.08	0.06	0.09	0.07
Number of standard excesses		0	0	0	0
<u>Carbon Monoxide</u>					
Highest 1-hr average, ppm	20.0 ³	7.0	8.0	9.0	9.0
Number of standard excesses		0	0	0	0
Highest 8-hr average, ppm	9.0 ³	4.4	4.4	4.4	3.7
Number of standard excesses		0	0	0	0
<u>Nitrogen Dioxide</u>					
Highest 1-hr average, ppm	0.25 ³	0.05	0.09	0.09	0.08
Number of standard excesses		0	0	0	0
<u>Sulfur Dioxide</u>					
Highest 1-hr average, ppm	0.05 ⁴	0.005	0.005	0.007	0.008
Number of standard excesses		0	0	0	0
<u>Particulate Matter (PM₁₀)</u>					
Highest 24-hr average, ug/m ³	50 ³	69	93	50	71
Number of standard excesses		5	6	0	2
Annual Geometric Mean, ug/m ³	30 ³	25.1	24.7	22.1	21.4
<u>Lead</u>					
Highest 30-day average, ug/m ³	1.5 ⁵	0.02	0.03	0.02	0.01
Number of standard excesses		0	0	0	0

Source: California Air Resources Board, *California Air Quality Data, Annual Summary, 1993-1996*.

¹ CO data were collected at the BAAQMD monitoring station at 939 Ellis Street; all other data were collected at the Arkansas Street Station.

² ppm = parts per million; ug/m³ = micrograms per cubic meter.

³ State standard, not to be exceeded.

⁴ State standard, not to be exceeded.

⁵ State standard, not to be equalled or exceeded.

PLACE
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San Francisco Planning Department
Office of Environmental Review
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Irene Nishimura, Environmental Coordinator
97.850E - 631 Folsom Street Office Building

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ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Department of City Planning,
Office of Environmental Review

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below
